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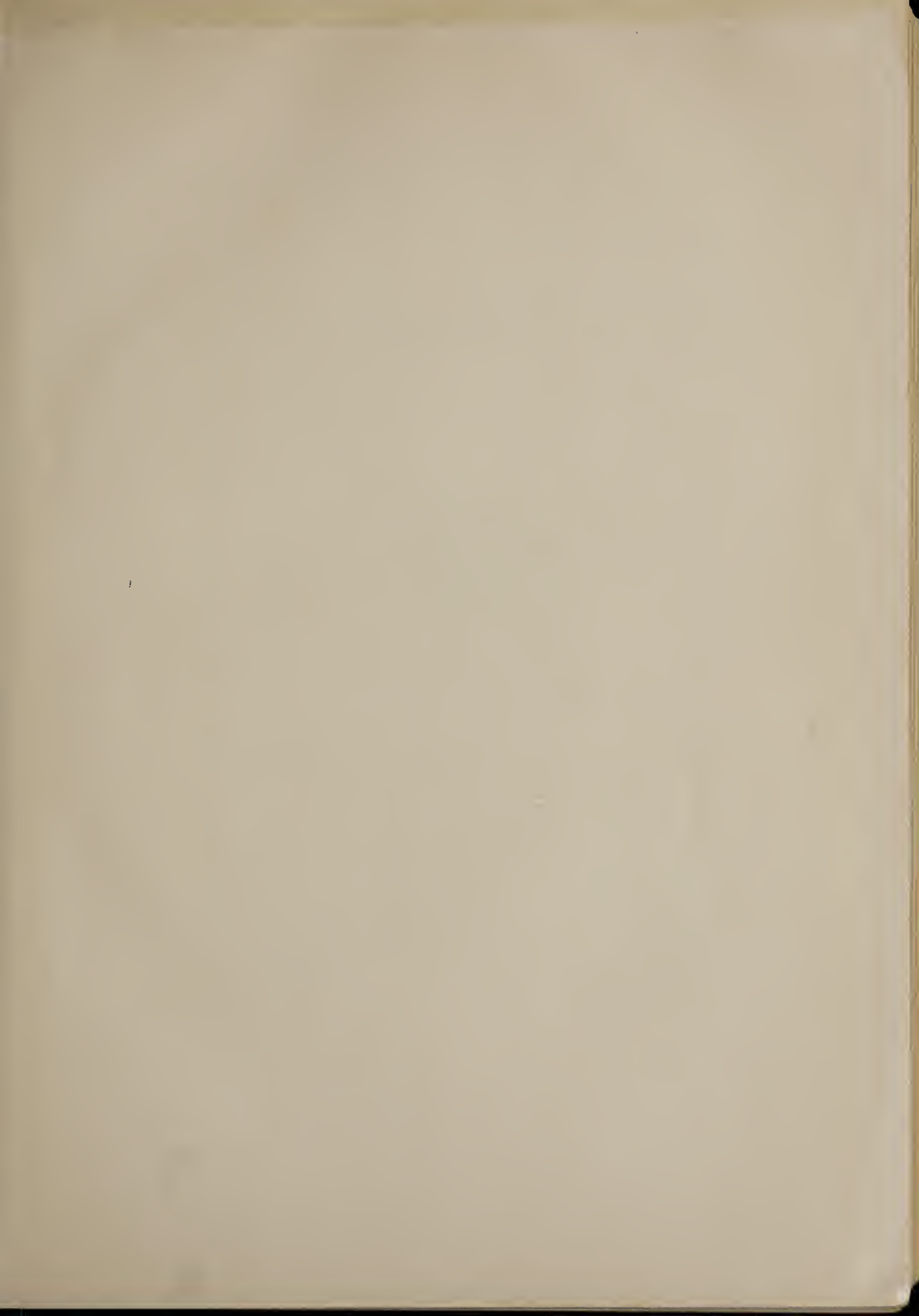


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# MIDDLESEX COUNTY

*and*

## ITS PEOPLE

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### *A History*

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BY EDWIN P. CONKLIN

*Co-Author of South Jersey: A History; History of Reading and  
Berks County, Pennsylvania; History of New York  
State; Pennsylvania: A History; Municipalities  
of Essex County, New Jersey*

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VOLUME II

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MIDDLESEX COUNTY  
AND ITS PEOPLE

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## CHAPTER XXI

### THE CITIES AND TOWNS.

A great historian has remarked that one must study the New England town system of government if one would understand the government of the United States. The early division of the Massachusetts Bay Colony into so many parts, and the simple yet effective means of controlling their destiny, set off this region as distinct from the rest of the country. It became a State unique, but one having far-reaching influence upon the rise and government of our land. Drake speaks of the town governments as being "so simple and yet so perfect, that this model of the American village has often served as the germ of states and empires."

In the endeavor to trace the origin of the Massachusetts town system some writers go back to the Germanic "Mark" in the primeval forest of Germany. Some associate the Old and New England towns as one in idea; the "Parish" notion defines them as direct descendants of the English Parish; the "Charter" theory believes them to be the natural development of the charter under which the Colony started. None of these theories are comprehensive enough to explain the Massachusetts "town"; none of them fit the problem. Very surely the "town" was an American product, developing naturally to meet the exigencies of a new settlement in a strange hard land; it was a business arrangement by which such affairs as had to be attended to, as a section grew, could be attended to in the simplest way.

There were settlements in Massachusetts twenty years and more before there were any regularly organized town governments. When once such organizations were formed, they were simply land arrangements, just methods devised to locate the pioneer on a piece of property, insure his right to the possession of the bit of land apportioned to him, and to give him neighbors and some of the advantages of a community life. Put in modern terms, the Massachusetts Bay Company was a business corporation; the General Court, early instituted, was a stockholders' meeting. The town (often called a plantation) was a subordinate corporate body, which managed to some extent its own affairs, such as the distribution of property, providing for common lands, selecting men to look after business matters, and choosing men to represent them in the so-called courts. Later, much later, the town handled all the problems of a State, and was a political, rather than a business



arrangement. It was a distinct entity, that, without outside assistance, and often without consideration, for other towns attended to such a wide range of problems as, religion, land-titles, internal improvements, public land policies, education, care of the insane and the poor, and even the waging of war, foreign relations, or the issuance of currency. Quite an advance from the simple business corporation of 1630!

One goes far astray, however, in considering the town system only as a business or political affair. From the historical standpoint, the Massachusetts town was a social-religious organization, growing out of the desire of a few colonists to live together and to have a church, since they had come to this country impelled by a religious urge. They had to have land on which to do this, and their estates came to them by way of a Crown Charter, and by way of purchase from the aboriginal possessors of the territory. Not a great deal of attention was paid to the King's charter, or to the Indians' rights after a few years. For the first half century after the coming of Governor Winthrop to Charlestown and Watertown, Massachusetts was an independent State. The controlling body was the "Great and General Court" which supervised the distribution of lands and the founding of towns. Actual, or prospective settlers, asked grants of land. If the petition was approved by the Court, a committee viewed the location, and suggested restrictions. Then the land was given, to become the exclusive possession of the settler when he had fulfilled the provisions made by the Court.

In the beginning, these petitions were usually those of an individual, but soon became those of groups of men. The usual reason given in these requests from the Court for the need of land was, that they wanted to form a community, have a *meeting-house*, and settle a pastor. The history of Middlesex County cannot be studied without meeting constantly in the records of a town the "meeting-house" motive. The greater part of the early town records are filled with accounts of controversies over the location of the "meeting-house," the building of the same, which often was a matter of years, the attempts to settle a minister, and the plans made for his reception and support.

The divisions made of the granted lands aided materially in the manner of the growth of the typical Middlesex town. First, there were "House-lots" or acres, apportioned according to the amount of land to be divided and the number of those seeking a share in the settlement. Then came the setting off of the common lands, held by the community as a corporation, and the "commons," usually centrally located tracts. The common lands contained the pasture and wood lots. The house-lots were located as near to the meeting-house as was possible, so that naturally, the church became the nucleus of the village. Often a tavern was erected with the church; indeed in some towns, the tavern *was* the



first church, and the people met for religious worship on one day in the same room in which they had spent several of the other six evenings in convivial pleasures. The tavern sometimes served as the first place of barter, the courthouse, the town hall, but usually the church was the capital of the miniature Commonwealth, and a store soon replaced the bartering of the taproom. The first roads led to the church and mill, if waterpower was available for the use of the latter. Then the roads were extended from town to town, and so on down the list of improvements which any isolated people construct for the betterment of living conditions.

Fortunately, the first citizens of Middlesex were mostly of one race which made for a homogeneousness of government and interests. It was easier for them to hold lands in common, to work together for the good of all. Above all was the church, and the community of worship was the binding and controlling force in the advancement of the town. At the meeting-house, all met not only for religion, but to govern their affairs. Overseers, or selectmen, were chosen, the inhabitants discussed in public assembly what needed to be done, planned how to do it, and what next should be accomplished. Men were chosen to do certain things, such as collecting taxes, and the man was compelled by the community of interest to do it. Public office was a duty, one usually entailing labor and losses by the official. It is amusing, if nothing more, to read of so many cases in the early records where some man tried to escape public office, or bargained to do something, or to pay money, if he were excused from serving as an official. The town meeting, although but a simple thing, had in it the germs of an independence that made Massachusetts a thorn in the flesh of more than one English king.

The early towns were sometimes of vast extent, and from the early few in Middlesex, were carved the fifty and more cities and towns of the present county. Newtowne, or Cambridge as it soon was called, reached from the Charles River almost to the Merrimac, and included the modern civil divisions, Newton, Cambridge, Arlington, Lexington, Bedford, Billerica, and parts of Belmont and Winchester. Charlestown included Everett, Malden, Medford, Woburn, Somerville, Stoneham and parts of other towns. Watertown originally covered a wide territory before being split up into towns; in fact, the western boundary of the town was the "South Sea" or the Pacific Ocean. On May 10, 1643, the Massachusetts Bay Colony created four shires, of which Middlesex was established as one with the towns, Charlestown, Cambridge, Watertown, Sudbury, Concord, Woburn, Medford and Linn Village (the Readings). How the towns originated, and the story of their early history is told in the chapter that follows. This history along specialized lines is con-

tinued in the chapters other than those bearing solely on the county as a whole.

Each town and city has its individual attractions; many are noted as leaders in some particular. Cambridge, leader in many things, is world-known as the seat of Harvard University, the first English school of higher education to be established in the New World. Lowell was the first city built in America as a strictly industrial municipality, its progress being watched both at home and abroad because of the novelty of the experiment. Somerville, a few years ago, slaughtered and packed three-quarters of the meat so handled in Massachusetts. Waltham is the "Watch City" of the United States. Marlborough was for its size once the highest ranking shoe producing cities in this country. Everett has just built the only blast furnace in New England. Woburn was foremost for its tanneries; Medford for its ships. Mention Watertown to a visitor, and he thinks of rubber; Framingham and crepe paper seem synonymous. This is the commercial side of the aspect. Historically, the towns surrounding Boston in Middlesex were the seat of the rise of the Revolutionary idea, of the first battles, of the first national army and the first decisive success at arms with the mother country. The first regiment in the Civil War to march equipped for service to the aid of the National Capital, came from Middlesex towns. And in the World War, the towns of the county were the first to organize for the conflict, and this in a State that led the nation in this particular phase of preparation. County men made up the larger part of the first division to enter the trenches.

Middlesex County is interesting from almost any viewpoint, and its civil divisions are the interesting parts that go to make up the whole. Somewhat arbitrarily towns of the county have been grouped by some into the Metropolitan District, the Central Towns, and the Lowell Section. For want of a better arrangement, they are so grouped in this chapter. The Metropolitan District consists of that part of the county which Boston would like to have join it in the formation of a Greater Boston, and consists of the towns of: Arlington, Belmont, Cambridge, Everett, Lexington, Malden, Melrose, Medford, Newton, Somerville, Reading, Stoneham, Waltham, Wakefield, Watertown, Winchester, Woburn. These cities and towns contain three-quarters of the population of the county, and have even a larger share of the industries of Middlesex. The Central Towns consist of: Acton, Ashland, Bedford, Carlisle, Concord, Framingham, Holliston, Hopkinton, Hudson, Lincoln, Marlborough, Maynard, Natick, North Reading, Sherborn, Stoneham, Stow, Sudbury, Wayland, Weston and Wilmington. The Lowell section is all the northwestern part of the county whose natural center is the City of Lowell. In addition to the shire city are: Ashby, Ayer, Billerica, Box-



borough, Burlington, Chelmsford, Dracut, Dunstable, Groton, Littleton, Pepperell, Shirley, Tewksbury, Townsend, Tyngsborough and Westford.

### ARLINGTON

**Statistical**—Population (1920), 18,665. Registered voters (1924), 9,309. Valuation of property (1925), \$41,875,036.

First mention in the State records, April 13, 1867.

Name changed from West Cambridge. April 30, 1867, the act took effect. March 16, 1910, bounds between Arlington and Somerville established. May 5, 1911, bounds between Arlington and Cambridge established if accepted by the selectmen and city council. May 22, 1911, bounds accepted by selectmen of Arlington, and May 31, 1911, bounds accepted by city council of Cambridge.

Arlington is in Congressional District 8; Councillor District VI; Senatorial District 6th Middlesex; Representative District 27th Middlesex. State official living in Arlington is Senator Charles C. Warren, Republican; Bert S. Currier, Republican Representative.

**General**—Nearly three centuries ago, in 1635, to be exact, grants of farm lands began to be made in the region that is now known as Arlington. In that year there came to Newtowne, Captain George Cooke, his brother Joseph, and Rev. Thomas Shepherd, who bought houses and land there. Captain Cooke, recognizing the value of the waterpowers in the western Cambridge section, for such was the title soon given to Newtowne, secured twenty acres on the border of Mill Brook (Vine Brook) in 1637, and built a dam and mill. To the progressive Captain must be given the honors of the first known settler and introducer of the first industry of Arlington. It was no mere happenstance that led to the development of this area within fifteen years after the landing of the Pilgrims at Plymouth. One of the first needs of the pioneers was cleared land, or land turned over by the Indians that could readily be brought under cultivation; waterpower to cut their logs into timber for houses; and more particularly mills to grind the grains they came to produce. This early requirement for a successful settlement was found in this West Cambridge region, and Captain Cooke was the first to see it and used it to the advantage of all. The mill was of great service to the early pioneers, and the first of the roads cleared through the wilderness were those leading to the mill. The next year after its establishment a way was cut from Watertown, and soon after others from Woburn and Medford, all ending at the grinding place. Some of the present highways are laid out on nearly the same lines as these early mill roads, and are the only remnants of the first settlement that have survived.

The early Arlington, known as soon as a name was given to it as Menotomy, was but a small settlement in a vast region. It was, however, the home of royalty in the person of the "Queen of Massachusetts," the Squaw-Sachem of the Indians from whom the Cambridge area was

purchased for ten pounds in money and a coat every year of her reign. The present Arlington is still small in extent of territory, being one of the smaller towns of Middlesex. It lies in the southeastern part of the County; is bounded by Winchester and Medford on the north; by Medford, Somerville and Cambridge on the east; by Belmont on the south; and Lexington on the west. It is about three miles in length and two miles in width, with the town hall almost at the geographical center. The western part of the town is hilly, Arlington Heights and Turkey Hill (the former on the south and the latter on the south side of Massachusetts Avenue) being the more prominent elevations, while the eastern section is level. There are two ponds of considerable size: Mystic Pond, along the northern boundary, and Spy Pond, on the southerly line. Mystic River forms part of the northeastern boundary, and its tributary, Alewife Brook, separates Arlington from Cambridge and Somerville. Mill Brook runs through the town from west to east for some distance before turning north to enter the Mystic Pond.

The above description as written by Judge Parmenter was correct at the time of its writing (1890) and practically so today. It does not indicate the many changes that took place prior to 1890. In 1870 Arlington was more than half as large again as now. In 1842 it gained a large addition from Charlestown, but lost part of this in the formation of Winchester. In 1859 the taking of one-third of the remaining acreage to form Belmont reduced it to its present bounds.

So far, historically, we have been considering the first period when the territory was known as Menotomy, and was a part of Cambridge. Little is known, and probably there was little to be recorded of that time; what is a matter of record is to be found in the annals of Cambridge.

It was nearly a hundred years later that the second period begins with the setting up of the Arlington area as the Second Precinct or Parish of Cambridge, in 1732. This establishment seems to the modern mind rather an unimportant event. It is to be realized, however, that a parish or precinct was not then a religious division but political. The church was the base of politics and rule. A precinct was a definite extent of land, as much so as a county or town. It had to maintain a church as well as roads and the other needed parts of a section, and taxes were laid for all and could be legally collected. One paid for the church as one paid for a road. In addition to other requirements a voter had to be an "orthodox member of the church."

A church was founded, and as a concomitant a precinct was formed. Attempts had been made to have a church in this region as early as May 10, 1725, but failed because less than half of the inhabitants petitioned for it. The petition was renewed in 1728, and twice in 1732, before it was finally granted by the General Court on December 27, 1732.



The parish then laid out was that which became the town of Arlington. A meeting-house was started in the spring of 1734 and dedicated February 1, 1735. It was easier to build a church than to get a pastor, and it was not until May 21, 1739, that one was secured. Curiously enough the man secured, and who, for nearly forty-five years was to be the most influential citizen and leader in the precinct, was also named Cooke, Rev. Samuel Cooke, a Harvard-taught native of Hadley. After his death in 1783 he was succeeded by Rev. Thaddeus Fiske, who served until 1828, when the parish had been for more than twenty years the town of West Cambridge.

The most notable event during this second period of Arlington was the outbreak of the Revolution, in whose earliest battles the section played a prominent part. Through the parish, Paul Revere passed on his way to give warning of the coming expedition to Lexington and Concord under the command of Major Pitcairn. The famous ride led in later years to the naming of one of Arlington's streets as Paul Revere's Road. The men of the precinct harassed the British on their retreat. There was fierce fighting before many of the farm houses, the fiercest seemingly being before Jason Russel's, in which he and eleven others lost their lives. A number of tablets or monuments mark the scenes of the most noteworthy of that night and day in April, 1775.

Other facts indicating the growth of the parish in men and wealth were the introduction of service pipes to carry water for domestic purposes in 1799, the establishment of the famous Whittemore Card mill during the same year, the result of a most remarkable invention; the organization of the First Baptist Church in 1780, a most radical procedure in Puritan regions; and the erection of a new church by the parish in 1805.

There had now grown up a feeling that this section of the county was of sufficient size and importance to merit the forming of its area into a township. It had a population of nearly nine hundred, the Whittemore factory was thriving and bringing inhabitants and wealth to the community, and there were some six or seven stores besides the "factory store." There were several mills along the streams, the Cutters, Ephriam and Stephen, being the more important; and Abner Stearns had erected a wool factory previous to this time, and shortly after a fulling mill.

The town of West Cambridge was established by the General Court February 27, 1807, to have effect June 1, of the same year. The first town meeting was convened June 11, 1807. The period while the town bore this name, 1807 to 1867, was one marking the beginnings of many of the institutions which have come down to modern times. It was, for example, a turnpike period, when many of the roads of today were established as turnpikes. The bursting of the turnpike boom caused great

losses to some of Arlington's citizens, but it did not destroy the roads that had been built.

Measures were taken to form a fire department in 1816; the town voted in 1820 to buy an engine. The school problem was handled by the division of the town into four districts, where a man taught in winter and a woman in summer. In 1837 a general School Committee of four was chosen to have oversight of the schools. In 1861 the Russell School was built; in 1854 a high school established. An almshouse was built in 1817. The West Cambridge Library was founded in 1807. In 1835 the town received a legacy of \$100.00 from Dr. Ebenezer Learned of New Hampshire, to establish a juvenile library.

Stage coaches provided the only public mode of conveyance to Boston and other parts of the State until 1846. In 1844 several citizens suggested a short branch to connect with the recently built Fitchburg Railroad at North Cambridge. On August 24, 1846, the first train was run over the road, and chanced to be the first train to enter the new Fitchburg depot on Causeway Street, Boston.

Postal facilities were provided by the National Government in 1812, with Captain William S. Brooks as postmaster. In 1852 a town house was erected, meetings of the voters previous to this time being usually held in the First Church.

Gas was introduced in 1854, but was not used for street lighting until five years later. A street railway was built from the town to Boston in 1857, which made hourly trips to that city. Electricity was first used as a motive power in 1889. The West Cambridge Savings Bank, one of the famous institutions of this area, was founded in 1860. Several of the manufacturing firms date from this West Cambridge period, as do many of the mercantile firms. The development of real estate was one of the marked interests of this time. Although many of the low lands were filled in or drained, and endeavors made to establish families and dwellings in several parts of the town, and with success, the real expansion of the district did not take place until after the town had chosen a new name. In the sixty years that transpired the increase of the population in the area was only from nine hundred in 1807 to 2,760 in 1865. In fact, the growth of the town has been of the gradual order until the last decade of the present century.

Many of the churches of today started during this time while the town was still known as West Cambridge, as well as a number of fraternal and philanthropic organizations. These as well as other institutions and movements will be mentioned in greater detail later. The great event of this period, and the one which for a time absorbed all the energies of the people, was the Civil War. Although the town did fully and well her part in the conflict, sending more than 320 men into service,



through an unfortunate train of circumstances not one single company was mustered directly from West Cambridge into the United States Armies, although it did have men in no fewer than 54 different Massachusetts regiments besides a considerable number in the National Navy.

Through all these years the expanding section known to many had been only a village of Cambridge. After the war a movement got under way to do away with this misunderstanding by changing the name. Objection was raised by some, but on April 13, 1867, the Legislature authorized a change to the name Arlington. One of the first acts of the newly titled Arlington was to plan a celebration of the change in name. This took place as a joint celebration of the Battle of Bunker Hill on the nineteenth of April, 1867. It proved to be a most gorgeous affair, a forerunner of several that followed during the sixty years to date.

On August 28, 1871, the town was visited by the second tornado in its history. While not as destructive as the one of August, 1851, it proved a serious matter, especially to the Congregational and First Parish churches, both of which lost their spires.

Arlington's second water company had been formed on February 7, 1855, to take a supply from Spy Pond. In 1867 and 1870 additional rights had been given to this company. On August 16, 1871, the citizens voted to purchase the rights of this company for \$388, and to expend \$120,000 on a reservoir, pipes, etc. The resulting reservoir had a storage capacity of 77,000,000 gallons, the normal flow of the stream being 720 gallons a minute. The actual cost had reached \$300,000 in 1878, and the supply of water inadequate. On May 28, 1894, bonds were issued for the establishment of a high service plant, water to be pumped from driven wells to the residents of the higher lands. But this well water proved to have too high an iron content, and in 1898 the whole local water works was abandoned. Connection was made with the Metropolitan system January 31, 1899, the first water used by Arlington coming through its pipes June 30, 1890.

Another of the town's celebrations occurred April 19, 1875, the Centennial of the Battle of Lexington, at which time many of the buildings and places of Revolutionary note were given markers. And on May 30, 1878, Memorial Day observance was inaugurated. Three years later the recently chartered Francis Gould Post 35, G. A. R., assumed control of the latter celebration.

A temperance reform movement which was sweeping over the States came to Arlington. Dr. Henry A. Reynolds organized a Red Ribbon Reform Club in March, 1878, and the Woman's Christian Temperance Union also was formed at this time. These two organizations are conceded to have done more than any other voluntary public movement to make Arlington the attractive residential section that it is today.

The years of the last century saw many changes in the town, and the inauguration of many new idea improvements and organizations. Main Street became Massachusetts Avenue to conform with the plan of several other towns along that highway, this being the route by which the British troops went to the engagement at Lexington in 1775.

Electric lighting was substituted for gas in the streets in 1895, and on July 4, 1897, the first electric car was run over the new road connecting Arlington and Winchester. The year previous the Boston Elevated Road had double-tracked their line and established a five-cent fare to Boston, and grade crossings were abolished about this same time.

The history of Arlington from the day of its celebration of the one hundredth year as a town in 1907, can only be illustrated in part by brief mention of certain parts of her story. Arlington of the present, with its area of five and a half square miles, is no longer the rural community of even two decades ago. In 1900 it had a population of 8,603, twenty years later there were more voters within its limits than that number. Estimates give the number of inhabitants in 1925 as about 25,000. Where gardening was one of the main occupations, and garden lands one of the principal possessions, there is now a great residential district, and the garden lands have become in the hands of realtors splendidly developed sections of streets and homes. A wide step has been taken since G. D. Moore built the first apartment house in Arlington to the many fine structures of 1926.

Arlington Heights has today a much larger population than Arlington had when the Heights were first laid out, with more business places, five churches, a convenient hall, schools, its own post office, and is almost a separate municipality. It grew out of the purchase by a land company in 1872, of Pierce Brothers' farms which surrounded Pierce Hill. It was started at an unfortunate time when the resumption of specie payment by our Government brought business down to normal levels. Its location was too attractive to allow of any permanent setback, and when the Boston Elevated Railroad laid its double tracks and gave a low fare to Boston, its future was assured.

East Arlington, up to the time of the death of John A. Squire, was mainly a bit of farm land. The heirs, with others in 1909, opened for development a plot of seventy acres. At that time there was only one store east of Lake Street on Massachusetts Avenue; now there are nearly seventy-five. The few houses of less than two decades ago have been increased to nearly five hundred. Three churches owe their existence to this growth; the Trinity Baptist, the Episcopal Church of Our Savior, and the Calvary Methodist.

The rapid and great expansion of Arlington as a residential center has a firm foundation under it. Transportation has been one of the factors



in its growth. Direct rail connection with the metropolis and all parts of the State, with ample electric roads and the newer bus systems have made it thoroughly accessible. Its stores are ample and compete well with those of its larger neighbor. Banking facilities are well taken care of by a National Bank, a Trust Company, a Coöperative Bank and a Savings Bank.

The churches have kept pace with the town. Some of these date from the very early days of the section, such as the First Parish Church, whose first meeting-house was erected in 1734. The second was built in 1804, the third in 1840, the fourth in 1856. The First Baptist Church was quite an innovation when it was formed in 1751 in Cambridge. The Captain Benjamin Locke house was purchased for use in the Arlington area in 1781. The reorganized body of 1817 is the more direct ancestor of the present establishment. The third church was burned in 1900, the present stately stone structure replacing it. The Universalists had their start in the town about 1822, and were organized as such about 1830. The present church building had its dedication in 1841, but has been moved, enlarged, greatly altered and improved since that day. The Orthodox Congregational Church, founded in 1842, built its church two years later, but this has since been changed to meet requirements. Saint Agnes Catholic Church began as a separate organization in 1870. A brick structure was erected in 1870, and with remodeling in 1900 and more recent years, is now double its original dimensions. A parochial school is maintained in connection with this parish and Saint Agnes Convent was later added. Saint John's Episcopal Church, functioning in 1875, built its house of worship in 1877. Other churches of more recent origin are: The Park Avenue Congregational, Baptist, Methodist, Catholic, Episcopal and St. John's Chapel in Arlington Heights. And at East Arlington are to be found the Trinity Baptist, Calvary Methodist and Church of our Savior.

The school system of the town has made every effort to keep pace with the developments of recent years, and has succeeded well. Arlington was unique in that it had a school even before a church (1693). This was near the center of Pleasant Street Cemetery. The Adams, Cotting, Arlington High and Russell Schools were all started and the originals built before the Civil War. In 1872 a change was made in the construction to secure the safety of the pupils. Brick was at first the only possible material, and of this most of the present schools are built. By 1904 five had been erected: Russell (1872), at a cost of \$58,633; High (1893), \$80,000; Crosby (1894), \$38,000; Locke (1898), \$29,000; Cutter (1900), \$40,000; and Parmenter (1903), \$22,000. In 1920-22, the splendid Senior High and the Junior West were added.

No town or city in the Commonwealth can boast of a public library

antedating that of Arlington. It was started by a gift of Ebenezer Learned in 1835, and had various abiding places in the following years. In 1892 it was moved to the noble building given by Mrs. Eli Robbins of New York in memory of her husband. Both were natives of the town. It was constructed at a cost of \$150,000, and is both beautiful and complete. The town not only makes annual appropriations for its support, but private benefactions have given it an endowment now mounting toward a sum nearly equal to the cost.

Arlington is to be congratulated on the forethought of her citizens in providing ample recreation areas. The grounds adjoining the Robbins Memorial Town Hall, that most stately ornament of the civic center, a gift to the town by the will of Winfield Robbins, were given by the Robbins sisters—Misses Ida Eliza and Caira. Menotomy Park, the land around Mount Gilboa, although now in rather a rough natural state, will make two of the finest of reservations. The Spy Pond Athletic Field, the joint gift of Mr. Henry Hornblower and Mrs. Hattie (Wood) Hornblower, his wife, was rescued from the hands of real estate men and dedicated as a playground to the town. It has a quarter-mile track, ball diamond, tennis courts, a grand stand with a capacity of 1,500, and other equipment needs to complete its usefulness. Russell Park and the reservoir at Arlington Heights are other breathing places in Arlington.

Mention has been made of the part certain civic organizations have played in the expansion and improvement of Arlington. While it would take more space than is available some of these should be named. The Woman's Club has been to the fore in every movement looking to the promotion of social, intellectual and civic interests. Perhaps the largest thing undertaken by this club was the Arlington Pageant given to commemorate the dedication of the Robbins Memorial Town Hall, in June, 1913. The Woman's Club has a membership of 600, with a waiting list of half that number.

The Arlington Branch of the Red Cross Society came into being March 16, 1916. Its greatest work was done during the World War, but did not cease with its close. One of the later gifts was \$4,000 for a free bed in the Symmes Arlington Hospital. The Woman's Aid Association of the Arlington Symmes Hospital, formed in January, 1911, has been an efficient helper of that institution. The Welfare Council, formerly the Associated Charities, is another of the benevolent bodies organized in 1916.

The Symmes Hospital was established with funds and lands left by Stephen Symmes in 1901 to certain trustees for that purpose. The total amounted to about \$30,000 and the hospital bearing his name built some years later. Public-spirited citizens and organizations equipped the plant. More than 8,000 patients had been received within its walls



up to early in 1926, and some 1,500 newcomers first saw the light of day here. On March 15, 1926, a drive for the securing of \$150,000 was started, and brought to a successful conclusion.

An incomplete list of the various organizations, clubs and fraternities would include:

The Arlington Historical Society, founded December 7, 1897; Hiram Lodge, F. and A. M., 1843; Bethel Lodge, No. 12, I. O. O. F., September 13, 1842; Foresters of America, Court Pride of Arlington, No. 190, 1901; Arlington Council, 109, Knights of Columbus, December 10, 1894; Ancient Order of United Workmen, Circle Lodge, 77; Menotomy Council, 1781, Royal Arcanum; Bay State Lodge, No. 418, Loyal Orange League; Golden Rule Lodge, 57, United Order Independent Odd Ladies; Charles V. Marsh Camp, 45, Sons of Veterans; American Legion, Post 39; Woman's Christian Temperance Union, founded 1876; Arlington Finance Club; Twenty-one Associates; Arlington Golf Club; Middlesex Sportsmen's Association; Tennis Club of Arlington Heights; Men and Women's clubs of the various churches.

### BELMONT

**Statistical**—Population (1920), 10,749. Registered voters (1924), 5,838. Valuation of property (1925), \$25,077,267.

First mention in the records of the State, March 18, 1859.

Parts of Waltham, Watertown, and West Cambridge. January 31, 1861, bounds between Belmont and West Cambridge established. February 25, 1862, part of Cambridge annexed and bounds established. April 19, 1880, part annexed to Cambridge. April 28, 1891, bounds between Belmont and Cambridge established and part of each place annexed to the other place. May 23, 1903, bounds between Belmont and Watertown established. February 16, 1906, bounds between Belmont and Cambridge readjusted. April 29, 1911, bounds between Belmont and Watertown established.

Belmont is in Congressional District 8; Councillor District IV; Senatorial District 2nd Middlesex; Representative District 28th Middlesex. State official residing in Belmont is Joseph Earl Perry, Republican Representative.

**General**—The town of Belmont was taken from Waltham (429 acres), West Cambridge (1,773 acres), and Watertown (1,446 acres), with a total of 3,648 acres, and incorporated March 18, 1859. It is bounded on the north by Arlington (formerly West Cambridge); on the east by Cambridge; on the south by Watertown; and on the west by Waltham and Lexington. The village of Belmont is six miles westerly from Boston. The early history of the town is buried in the stories of the sections from which it was formed, it being a rather neglected part of this part of the county until later. Watertown was settled in the beginning of the Massachusetts Colony, and as newcomers moved out from this old settlement they seem to have gone farther to the east and overlooked

the Belmont section. Fresh Pond, on the eastern border, was an attraction for some, but even around this spot there were few who located. Later when ice became one of the exports of New England, the pond became the seat of this industry, and in the early eighteen hundreds, ice cut from the pond was shipped to the West Indies. Jacob Hittinger, a resident of Belmont, was one of those engaged in this export of ice, continuing in the business until 1833. Second to farming, the cutting and shipping of ice was the earliest and most important industry of the Belmont section.

Interest in the locality began when it was desired to ship ice to the western part of the State. A railroad had been built from Fresh Pond to Boston, but in 1843 a continuance of this road west was needed. The most natural site for this projected railroad was through the valley lying between Fresh and Spy Ponds, and thence along the southern slope of Wellington Hill. One other recommendation for this route was that the valley had few people in it and therefore land for the line could be bought cheaply. At this time there were probably not 700 inhabitants of the district, and farming was the main occupation. There was no church, no stores, no post office, and only two district schools. The coming of the railroad changed all this, making of the beautiful but neglected area a place within touch of the Metropolis, and with the outlying towns to the west. Growth came not at once, nor was the increase rapid. Ten years from the beginning of the railroad there was a population of only a thousand. The station at Waverly drew the most of the newcomers to the region.

Although not many in numbers, the residents of the section thought that they could look after their own affairs better than the towns of which they were a part. They paid taxes, but were given few benefits. Schools were not provided; roads were left unimproved. In 1854 the citizens got together and petitioned the General Court for permission to set up a separate government. Objections began to come in. Waltham had but few acres wanted by the new town, but Waltham refused to part with them. The same objections were raised by Watertown, which felt it had already been too cut down in area, and by Arlington, which suddenly waked up to the value of this part of their domain. Two land companies at Waverly and Strawberry Hill also opposed the petition. In face of this opposition the petition was withdrawn. It was only after repeated defeat that the bill finally was passed and the town of Belmont created, March 18, 1859.

Much like in the olden days, a "meeting-house" was a first consideration. There was really little common interest between the different parts of the town. Building a church brought the parts together more than the struggle for a separate existence. In 1857 a place of worship



was completed, and the Congregational Church of Belmont formed. This building was burned shortly after a new meeting-house had been completed in 1889. At Waverly, preaching was begun in 1861, which later (the next year) led to the organization of the Congregational Church of that village. The All Saints' Guild was founded in 1887, at Waverly, which had its outcome in the Episcopal Church. The Catholics dedicated their church, March 31, 1889. These are the early formed church organizations, whose number has been increased markedly during the past few years.

Mention has been made of the three small schools in the Belmont section before its incorporation. One was on Brighton Street, one on Washington, the third on Beach Street in Waverly. Others were established at once, and as land companies boomed various sections, still others were formed.

Provision was made for high-school instruction, but a high school as a separate affair was not established until 1867. This school was maintained, and enlarged, although it was years before there was legal requirement for it. The lower part of the building was used for town meetings until 1882. The present fine Town Hall, a model for similar buildings in other towns, was started in 1881. The large lot on which it was placed was the gift of Elisha Elkins. Space was planned in the structure for the library which had been occupying needed space in the High School building.

The Mount Auburn district had most of its religious and school interests centered in the nearby town. A schoolhouse was erected on Cushing Street in 1871, but was sold to Cambridge in 1880 when that city annexed the area about Fresh Pond.

The library dates from 1868, due to the enthusiasm of David Mack who urged its creation, and did so much to raise the funds needed. A few books were received from the Farmers Club, but most of them were purchased and the Free Library started with 800 volumes in a room in the new High School building. Mr. Mack served as Librarian until 1876, by which time there was nearly 3,000 books. The latest report gives the number of volumes as 19,047; Lucy D. Luard was librarian.

Parks were considered and provided, but rather too late to secure many valuable sites. The first was the park south of the railroad tracks at the junction of Common Street and Concord Avenue, most of the funds being raised by popular subscription. The first postoffice in the town was at Belmont, 1858; another was established at Waverly two years later. Water was piped into the town in 1885; gas was used for lighting the streets in 1867, but only to a section of the town. The expense was too great, and gasoline was used in the lights from 1874 to 1899. Electricity was introduced in this latter year by the Cambridge

Company. The first fire engine in Belmont was bought in 1826, and located near Meeting-house Hill. Improved machinery was purchased in 1833 and 1873, but with the introduction of a water system came the beginning of the present efficient fire department.

Farming was the main occupation of the Belmont district for the century after the earliest of its settlements. The section was admirably adapted to agriculture, only the lack of transportation held it back. It was complained at the time of the desire to incorporate that the people wanted to take from Watertown and Cambridge the richest of their farm lands. In 1885 the town stood first among the divisions of Middlesex in the value of the fruit produced, and second in vegetables. The land was too valuable to be used as much of the eastern Massachusetts section is used, for stock-raising and milk production. Still, the first Holstein cows brought to this country are said to have been bought by Winthrop W. Chenery in 1852-54-59 and 61, and formed the base on which the American herds were built.

Mechanical industries have always been few. Ice was the first business and the first export of the section. Brick was made within the limits of the town in 1873, by the Cambridge Brick Company. Both of the areas of natural manufacturing resources have been annexed since by Cambridge.

Belmont is too attractive as a place of residence, and too near to Boston to have remained an agricultural region, or to develop many factories. It is a place of soft topped hills and lovely valleys, although the beauty of the terrain is somewhat hidden beneath the houses built within the last dozen years. The population of Belmont in 1920 was 10,749, and is thought to be nearly 14,000 now. In 1910 the number of inhabitants was only 5,542, or a growth of nearly a hundred percent in a decade. Land companies have had much to do with the present development, one, the Payson Park Company exploiting the wonderful estate from which the town derived its name, the estate of John P. Cushing, a hundred acres laid out in English style, and named by its owner, Belmont.

### CAMBRIDGE

Statistical—Population (1920), 109,694. Registered voters (1924), 37,113. Valuation of property (1925), \$204,067,353.

First mention in records of the State, September 8, 1636 (Old Style).

The town of Newe Towne. May 2,\* 1638, name changed to Cambridge. March 13,\* 1639, bounds between Cambridge and Watertown established. October 7,\* 1641, bounds between Cambridge and Boston established. November 12,\* 1659, one thousand acres of land granted to Cambridge. October 19,\* 1664, the grant renewed. March 20,\* 1713, part established as Lexington. April 19, 1754, bounds between Cambridge and Watertown established. June 4, 1755, part annexed to Waltham.

\* In this and succeeding statistical sections of this chapter the asterisk indicates Old Style dating.





CITY HALL, CAMBRIDGE



Y. M. C. A. BUILDING, CAMBRIDGE





April 18, 1761, part of Charlestown annexed. March 6, 1802, part of Charlestown annexed. February 24, 1807, part established as Brighton. February 27, 1807, part established as West Cambridge. January 27, 1816, part annexed to Brighton. February 12, 1818, part of Charlestown annexed. June 17, 1820, part of Charlestown annexed. March 17, 1846, Cambridge incorporated as a city. March 30, 1846, act of incorporation accepted by the town. April 27, 1855, part of Watertown annexed. April 30, 1856, bounds between Cambridge and Somerville established and part of each place annexed to the other place. February 25, 1862, parts of Belmont and West Cambridge annexed. Parts annexed to Belmont and West Cambridge, and bounds established. April 29, 1862, bounds between Cambridge and Somerville established and part of each place annexed to the other place. April 19, 1880, part of Belmont annexed. March 10, 1885, part of Watertown annexed. April 28, 1891, bounds between Cambridge and Belmont established and part of each place annexed to the other place. March 9, 1898, bounds between Cambridge and Watertown established and part of each place annexed to the other. March 29, 1898, bounds between Cambridge and Boston established. February 16, 1906, bounds between Cambridge and Belmont readjusted. March 29, 1910, bounds between Cambridge and Boston established. May 5, 1911, bounds between Cambridge and Arlington established if accepted by the city council and selectmen. May 22, 1911, bounds accepted by selectmen of Arlington, and May 31, 1911, bounds accepted by city council of Cambridge.

Cambridge is in Congressional District 8; Councillor District IV; Senatorial District, 3rd Middlesex; Representative Districts 1st, 2nd, and 3rd, Middlesex State institution in Cambridge is the Almshouse. State officials residing in Cambridge are: Senator Clarence P. Kidder, Republican; and George C. McMenimen, Democrat; Harold M. Bradley, Republican; James B. Casey, Democrat; Ralph R. Stratton, Republican; Arthur F. Blanchard, Republican; Louis L. Green, Republican; Albert Harrison Hall, Republican Representatives.

**General**—One of the great Cambridge poets, Oliver Wendell Holmes, while vacationing abroad, was moved to write the poem, "Home," the closing stanza of which reads:

And still in Memory's holiest shrine  
I read with pride and joy:  
For me those stars of empire shine;  
That empire's dearest home is mine;  
I am a Cambridge boy!

There are thousands who would echo the sentiment of the poet, for they feel they are or have been citizens of "no mean city." And to the American at large, it is a city with an historic background and a present culture that calls for his reverence and admiration.

It was not the first of the Massachusetts towns to be settled, Watertown and Charlestown both having been located before the arrival of Winthrop in 1630. A need was felt for a town in between the two that could be fortified against the Indians, and the place chosen is a part of the Cambridge of today. On the closing days of a December nearly three centuries ago a small group of men leaving the new town of Boston, established themselves on a slight elevation (now Harvard

Square) and started to build the fortified town of Newtowne. Their next work was to erect a church. Within a few years (1636), a school was founded, and the name of the town changed to Cambridge. This brief story of the beginning of the city illustrates the motives that actuated its founders, and has to a large extent ruled its destiny. There was the thoroughly natural desire to live, to have land, to gain a livelihood from the wilderness. Yet the impelling motive that had brought them to this unknown country was a religious one; they wanted to be free to worship God according to the dictates of their conscience. With their religion they wished for education. Particularly now that they were far away from schools and sources of education, they desired to provide for an educated ministry and church. And where in this land of ours can we find a city where these principles of progress have been better carried out, or the motives still actuating the citizenry, than in the City of Cambridge?

In 1921 a celebration of the Seventy-fifth Anniversary of the Incorporation of the City of Cambridge was held on October 9-12. The principal speaker of the occasion was President Calvin Coolidge, at that time serving as Vice-president of the United States. In his scholarly address, couched in the simple, strong, impressive words, he outlined what is probably the best brief history of the early years of the city, as follows:

"This is a day well set apart for remembering that Cambridge has been a city for three-quarters of a century. It is a day on which we well may mark humble beginnings, made in sacrifice and uncertainty, which have run a triumphant course. This is Columbus Day. It may be that other Europeans had been here before the tiny fleet that bore the great admiral, but he was the first in making a true voyage of discovery, the first in definitely and permanently revealing to civilization the existence of a new world, a high purpose, daringly executed, which has set its imperishable mark on more than half of the western hemisphere. Those who followed in his wake one hundred and thirty-eight years later were likewise discoverers, who have given to the world the revelation of a greater country, a mightier empire, which lay within the soul of man. It was a people with this purpose who founded Cambridge, nourished and supported it with their devotion, saw it grow in strength and finally became merged in the great expression of their inspired efforts, the American Nation. The development of that romance which we call history entered a new phase on that October day in 1492 over which the City of Cambridge was to cast a mighty and enduring influence.

"This city is the result of that greater Puritan exodus which began in 1630, which first brought the company of which John Winthrop was



Governor, to the shore of Massachusetts Bay. They were no ordinary men who agreed at Cambridge, England, on August 26, 1629, to engage in this great adventure. Into it they put their fortunes and their lives. They proposed to inhabit and continue in New England and further stipulated that the whole government...be legally transferred and established to remain with us and others which shall inhabit said plantation. Under this charter the colony remained an independent republic for fifty-four years. When the conditions around the first settlement at Charlestown were found inadequate, and the location too exposed to attack from sea, in the dispersal which followed in 1631, a settlement (intended to be the seat of government) was made within the limits of the present city under the name of Newtowne. Here the Governor, John Winthrop, Deputy Governor Thomas Dudley and one of the assistants, Simon Bradstreet, built houses, and the general court met here and in Boston for some years. But a higher power than the agreement of men had decreed that the chief authority to be vested here in the years to come should not be over the political domain of a colony, but over the higher domain of science, letters and of arts.

"The following year there came to the town the Braintree congregation, soon to be joined by their great minister, Thomas Hooker. When this congregation removed to Hartford soon after, their places were taken by Thomas Shepard, a minister, who was to exercise great influence, and his comrades who had lately come across the seas. The settlement was firmly established now with four or five hundred people, the church organized and town ordinances in effect.

"This year was a memorable one. An early report states 'one of the next things we longed for and looked after was to advance learning and perpetuate it to posterity, dreading to have an illiterate ministry to the churches when our present ministers shall lie in dust.' Therefore, under the governorship of Sir Harry Vane—soon to be displaced by Winthrop for his sympathy with Mrs. Hutchinson—at a most important election held at Newtowne Common, in order that 'the Commonwealth be furnished with knowing and understanding men and the churches with an able ministry,' on October 28, 1636, the general court 'agrees to give 400 pounds toward a school or college—whereof 200 pounds shall be paid the next year and 200 pounds when the work is finished.' The next year the general court voted that the college 'is ordered to be at Newtowne and that Newtowne shall henceforth be called Cambridge.' When the effort seemed likely to fail, John Winthrop relates that 'it pleased God to stir up the heart of one John Harvard, a godly gentleman and lover of learning then living among us, to bequeath the one half of his estate, in all about 700 pounds toward the erection of the college, and all his library.' In recognition of this gift, in 1638 the



general court provided that the college at Cambridge be called Harvard College. In the same year a printing press arrived, which was soon to be an appendage to Harvard College where the first book printed in America was struck off, a metrical version of the Psalms for religious use. In 1640 Henry Dunster became president and in 1642 Governor Winthrop recorded the 'Nine bachelors commenced at college . . . and . . . gave good proof of their proficiency in the tongues and arts.'

"These were a people with a great genius for civil and religious government. The First General Council of Churches was held in Cambridge in 1637, and there in 1646 met the synod which adopted the Cambridge platform. Under it the churches were governed for a long time to come. The Massachusetts Body of Liberties, being the code of laws of the colony, was adopted in 1641. This was followed in two years by the New England Confederation. One of the Massachusetts commissioners who negotiated and signed it was Thomas Dudley of Cambridge. This was the first step toward a federal constitution. The Fundamental Orders of Connecticut, often called the first written constitution that created a government, were not without a Cambridge tinge for it owed its being to the teachings of that Thomas Hooker who went from here with his congregation to Hartford. If we include with these the 'Mayflower' compact of 1620, here are six New England productions of the fundamental principles of government within a space of twenty-six years which rank with all the great charters of history. They were not yet in the form of finished product, but they embody the principles of freedom, of independence, of personal security, and of confederated government, under the protection of constitution and public law. The important influence of Cambridge went into this great work.

"When we consider that all this was accomplished by a little handful of men, beset by hostile savages on one hand and by a hostile home government on the other, burdened by the necessity of hewing out a home in a wilderness of severe climate and difficult soil, their achievement rises into one of the great heroisms of history.

"They were not only a great people, they were greatly led. The principal citizen of Cambridge was Thomas Dudley, who came at a mature age as deputy governor. He had fought at the siege of Amiens under King Henry of Navarre. He was a man of the world, experienced in the management of large business enterprises, in public offices more than twenty years and four times Governor. The charter of Harvard College granted in 1650 is signed Thomas Dudley, Governor. Simon Bradstreet was another one of the founders of the town who rose to be Governor. But the life of the colony was influenced by the clergy in a way difficult for us to comprehend. The religious life of these days

was much more prominent than it has since been. It was the main reason which had driven these people across the sea. One of the first ministers of Cambridge was Thomas Hooker. The term of his ministry was not long, but of an intensity which reached into the centuries. Here and at Hartford he was the foremost expounder of Congregationalism in the church and democracy in the state. Preaching before the General Court at Hartford in 1638 he brought out with great strength and clearness the principles which have guided the making of the American nation. He was followed by Thomas Shepard, who preached for twelve years. A man of piety, tact and grace, if Hooker has set his mark on church and state, Shepard has set his on education. It was his presence in this town that caused it to be the location of the college and he was one of the committee of six magistrates and six clergymen who were chosen to establish it. The moral power of these two men still teaches in every schoolhouse, speaks in every town meeting, sits in every legislative assembly, and inspires all who seek for freedom through a knowledge of the truth.

"There is added to these a fourth, not a clergyman but a scholar and an associate of clergymen, not a resident of Cambridge, but its greatest benefactor, the promoter of learning, John Harvard. His figure is at once a romance and a reality. Connected with Stratford-on-Avon, he links the college with Shakespeare, who certainly knew his family both in the Warwickshire village and in London town. Educated at Emmanuel, he connects the college with Milton, who was with him in the University. He emigrated to Charlestown in 1637 and died the next year. The legacy which he left gave to the college both a local habitation and a name. To him it gave immortality. He established on this continent the commonwealth of letters. The Puritan laid the foundation of the state in righteousness and the foundation of democracy in learning.

"Resting on these never to be shaken principles, the college, the town and the colony increased in strength together, preparing for those days which were to determine whether the civilization of the new world had the strength and the determination to go forward or whether it should fall back into the easy ways of dependence and of servitude. A considerable number of fine residences were built here where men in the business and professional world of the day made their homes. Some of these most stately mansions were afterwards to bear the unsavory name of Tory Row. In 1720 Massachusetts Hall, which is still standing, was built by the province, another stronghold of freedom in an institution which in the coming years was to find that being loyal to the truth was being rebel to the king.

"When the test came Cambridge joined Boston in resisting the unlawful impositions of the home government. When General Gage removed



the powder and cannon belonging to the province from Somerville the militia of the countryside came into Cambridge and forced Lieutenant-Governor Oliver and Councillors Danforth and Lee to resign the offices which they held under a royal warrant in September, 1774. The following month saw the first provincial congress assembled in the Cambridge meeting-house. This congress withdrew the colony from the royal authority and set up a government of its own. They provided for raising and equipping a military force. This Massachusetts declaration was made in October, 1774.

"It was these preparations that made the colony ready for the reception which was to be given the British at Lexington and Concord on the 19th of the next April. Their way lay through Cambridge on that memorable day and the severest fighting took place within her borders. It has been estimated that within forty-eight hours there were ten thousand militiamen in Cambridge. As the patriots came in the Tory population went out. Their fine residences were soon occupied by the commanding officers. It was from Cambridge camp on the night of June 16th that fifteen hundred of these men, carrying the blessings of the venerable President Langdon, set forth for Bunker Hill and immortality. In the meantime, the Continental Congress had declared these forces in the field to be a Continental Army and made Washington its commander-in-chief. Here on the 3rd of July, under the elm which has since borne his name, he not only took command of the army, but took direction of the Revolution which was to be won, but won only by his determination, his courage and his unerring judgment. His residence here with Mrs. Washington at Craigie house until the following spring is distinction enough for any American city.

"Here he organized an army. He held the British closer and closer in Boston until General Knox, bringing on sleds the cannon which Ethan Allen had captured at Ticonderoga, supplied the artillery with which he fortified Dorchester Heights, compelling the evacuation of Boston on the 17th of March, 1776.

Before the fate of the Revolution had been determined, there convened in the Cambridge meeting-house in September, 1779, as a worthy successor of the Provincial Congress the convention which was to adopt the Declaration of Rights and the frame of Government which has since been the constitution of the Commonwealth of Massachusetts. It is a most notable document demonstrating that what had been planned and hoped under the leadership of men from Emmanuel College in the old Cambridge in the early days of the seventeenth century, would be realized and performed under the leadership of men from Harvard College in the new Cambridge in the latter days of the eighteenth century.

"The war swept over Cambridge, leaving on it for many a day the



stern imprint of a military camp. The outward signs have been swept away. Fort Washington remains, part of the fortification, and at Soldiers' Monument are two of the cannon brought from Ticonderoga. The great company are gone, soldiers and statesmen of the Revolution. The nest of sedition which had bred patriots in war bred leaders in peace. The mansions of the Tories now held Americans. The Vassall house, where Washington had headquarters, was the home of Longfellow. The Oliver house, where a hospital was provided during the siege, became the home of Elbridge Gerry, a signer of the Declaration, Governor and Vice-President, and here was born and lived James Russell Lowell. While in the old Hastings house, the headquarters of General Ward, where Bunker Hill was planned, where Warren spent his last night on earth, from whose door went forth President Langdon to bless the patriot cause, was born Oliver Wendell Holmes. The list of great men grew with the growth of Cambridge.

"Such was the background of that old town which became a new city in 1846. This was the beginning of a new era. The ways of the eighteenth century were gone. One of your native sons, Colonel Thomas Wentworth Higginson, tells us that Mr. Sales, the Franco-Spanish teacher who lived till 1854, had cue and hair powder; Dr. Popkin who died in 1852, wore the last of the cocked hats. There was a new spirit of science and of literature, a new age of invention and of commerce. But commercialism did not overwhelm this city. It prospered, but kept its ideals. Where the regicides, Whalley and Goffe, had found a refuge, where was reared that son of Harvard, John Russell, who harbored them so long at Hadley, the fires of freedom still burned, the rights of man were not regarded as a vision but as a practical reality. Here it was still believed that justice between man and man was to be not merely a sentimental dream but a rule of action by which we live. They knew that freedom was only for those who were always alert to maintain it by their sacrifices.

"It was from this city there came the first company enrolled in response to Lincoln's call. The summons came late in the night. The next morning Captain Richardson's company reported at the State House to Governor Andrew,—great grandson of another captain who was on the staff of General Wolfe when he fell on the plains of Abraham and who was himself to fall on the glorious 19th of April. Through Moses Richardson to James P. Richardson the immortal flame came down from sire to son.

"While that generous commercial and industrial development which has marked all New England cities has not been wanting here, with it has gone educational development. In response to the demand for higher education for women, Radcliffe College, now closely related to

the University, was established and ranks in scholarship and attainments with the best institutions in the land. Here also has lately been located the Massachusetts Institute of Technology, whose great plant rises from the banks of the Charles, a temple of science and a living monument to the spirit of the Commonwealth.

"Cambridge has become more than a city. As the college became a university, the town became a metropolis. The pursuit of learning predominates, but the multitude of worthy actions which support modern civilization are all represented here. The ancient spirit lives. That same loyalty to truth which sent the Puritan into the wilderness, supported the Revolution and destroyed slavery, emptied alike her houses of industry and the halls of learning in the last great conflict between freedom and despotism.

"They followed the truth. In what other words could we better tell the story of Columbus and his mariners, what more accurately describe the Puritans, what prouder designation could be borne by Americans? True discoverers have been coming all the time since 1492, true Puritans all the time since 1630. Columbus did not discover it. The Puritans did not find it. None can exclusively appropriate it. It has been from everlasting to everlasting. The City of Cambridge means that the people within her borders have lived by it. They followed the truth. That is science. That is art. That is learning. That alone is civilization."

To one who would familiarize himself with the history of Cambridge in greater detail, there are many works to be found in the libraries covering the early period. Of more recent years little has been written and less published. It is well to remember that Cambridge shortly after its founding was of great extent, including, in 1641, by grants of various years a territory some thirty-five miles long. Within its bounds were the present townships of Billerica (Shawshine, as it was then known) set off in 1655; Bedford, Lexington, Arlington, Brighton, Newtown, and the smallest area of all, the present Cambridge. There have been attempts to further divide the section, or annex it to its larger neighbor, so that not until the incorporation of the City of Cambridge in 1846 was there any assurance of permanency for its boundaries.

It is odd that there is no record of the incorporation of the original Cambridge, or Newtowne as it was then called. All we have are unimportant items in the town book; the first, March 29, 1632, being the first of an unbroken set of reports of civic doings coming down to the present. These are interesting rather than important until November 3, 1634, when power was delegated to certain individuals to manage the public affairs for a year. These were first called "townsmen," but shortly later, "selectmen." It was further "Ordered, that whatsoever these townsmen thus chosen shall do in the compass of their time, shall stand



in full force, as if the whole town did the same, either for making new orders or altering old ones . . . Ordered whomsoever they shall send for, to help in any business, and they shall refuse to come, they shall lay a fine upon them, and have the power to gather it." This was the beginning of delegated government, adopted by many communities, and remaining in force for more than two centuries. The practice of having refreshments at the expense of the governed was instituted at the same time and seemingly has persisted as long.

Cambridge, before the formation of counties was designated as one of the four towns of the Colony in which the judicial courts were to be held. And when counties were established, May 10, 1643, it was named as the shiretown of Middlesex. On October 19, 1652, sessions of the courts were ordered held in Charlestown. Court houses and jails were erected in both places, and later in Concord, these towns being spoken of as "half shires," but the records were left in Cambridge, except for a brief period about 1689. The first court-house seems to have been erected in 1708, in what is now Harvard Square. Another was built in 1757 or 1758, this also being located in the "Square." There had been a house of some sort in which the courts were held from the time of the formation of the county; it is known that such a building had been burned in 1671, but what sort it was, or where placed, is unknown.

After two centuries of growth, the population of the ancient town became large enough to require a change in government, and, at the request of its citizens, a city charter was granted it on March 17, 1846. The vote of adoption taken on May 30, was 645 for, and 224 against. The new government was organized on May 30, the City Council consisting of six aldermen, and the Common Council of twenty, and a mayor. All these officials were chosen by the residents at large voting in their separate wards.

Much of the history of Cambridge cannot be given in this brief sketch, as it would be but a duplication of material already given in other sections of this work. Anyone interested can find in the chapters on Schools, Industries, Courts, Harvard University and others, including the general history (for Cambridge not only has played a leading role in Middlesex, but has a record of National significance), a more nearly complete account of this most interesting city.

#### EVERETT

**Statistical**—Population (1920), 40,120. Registered voters (1924), 13,406 Valuation of property (1925), \$63,574,863.

First mention in the records of the State, March 9, 1870.

Part of Malden. April 20, 1875, part annexed to Medford. June 11, 1892, Everett incorporated as a city. July 19, 1892, act of incorporation accepted by the town.



Everett is in Congressional District 9; Councillor District IV; Senatorial District 4th Middlesex; Representative District 20th Middlesex. State officials residing in Everett are: Joseph L. Larson and Elmer E. Spear, both Republican Representatives.

**General**—The City of Everett is young as New England places are measured. Incorporated on March 9, 1870, it is little more than a half century old; chartered as a city June 11, 1892, it is but a third of a century young. Yet it is a lusty infant, growing amazingly. When incorporated it had but 2,152 inhabitants; when chartered, about 11,000. The population is probably 43,000 at the present time, the census of 1920 crediting it with 40,120. In other words, Everett has been making a growth since the time of its incorporation as a city of nearly a thousand residents a year. The area of the city is comparatively small, 2,325 acres, of which only a half is available for building purposes. A hundred and fifty acres are in Woodlawn and Glenwood Cemeteries, parks, and parkways. As much consists of water, or land partially covered by water, and another two hundred is in streets. The greatest length is about two and a half miles, the greatest width, one and three quarters. It is a manufacturing city, there being factories in numbers. Formerly farming was the main industry. The modern Everett is a residential district beyond either manufacturing or farming. It is next door to Boston, and thousands of its citizens work in that city, or have their business located there. One of the first things done by the pioneers of the region, was to found a "Penny Ferry" to connect this part of the county with Boston. This was the only direct means of reaching that place, and the ferry remained in service until the "Malden Bridge" was opened to traffic in 1787. Both of these means of communication were at the site of the present Malden Bridge, although what is now Broadway, the wide thoroughfare crossing the whole width of the city, was not built until 1806. A county road, laid out in 1796, was located near part of Broadway, but it was not until a Turnpike company planned in 1804 to construct it, and did in the next few years, that the base of the arteries of travel in Everett came to be.

The City of Everett, as indicated lies opposite Boston, is bounded on the north by Malden, on the east by Revere and Chelsea, on the south, the Mystic River separates it from Boston; and on the west lies Melford, the Malden River forming the separating line.

If one wants to know the full story of Everett, he must go far back of the day when it became known by the name, for it was settled more than two centuries before it became a separate town. As early as 1629, Ralph Sprague, who had landed in Salem the year previous, was sent with others to find likely places for newcomers. He crossed to the "Mistic Side," but was not greatly impressed with what is now Everett



HIGH SCHOOL, EVERETT



EVERETT SQUARE, EVERETT







and Medford. The great swamp, which stretches from Chelsea around to the west, was quite a deterrent to possible land seekers. Indians of the Pawtucket tribe occupied the land, but a grant of a large tract in the neighborhood, by their Squaw-Sachem in 1639, conveyed among the rest, the area of Everett. In 1649, "Upon the petition of the Mystic Side men, they are granted to be a distinct towne, and the name thereof to be called Mauldon." At this time, Charlestown held the land that is now the southern part of Everett. In 1726, this was conveyed to Malden except a small strip at Penny Ferry, which still continues to be controlled by Boston as the successor to Charlestown. The new part had been but a short time connected with Malden before it wanted to separate, the reason being the usual one, that the meeting-house was not located in a convenient place. In 1730, the people of the north section dedicated their church; a month later the south side held their first meeting separate from the north side. Four years later, South Malden built a meeting-house on Belmont Hill. In 1727, South Malden, including the most of the territory of Everett, was set up as a separate parish. The history of the South Parish is contained in the history of the city. It lasted through a troublesome career for more than a century, becoming joined with the North Parish again in 1792. The Belmont Hill meeting-house was sold in 1796, the money received becoming a school fund to be used for the benefit of the south part of Malden (Everett).

The South Parish was succeeded by the South School District in 1799 which included a little more than the present area of Everett. There was only one schoolhouse there at this time but another was soon erected that was in use for forty years. This was on Broadway and Hancock streets. The South section began to have quite a few inhabitants by the early years of 1800, and there was a disposition on the part of some to split it up. It was not, however, until 1853 that a southwest district was formed. It aided in the improvement of schooling, a number being built, but delayed the setting up of a new town. Malden succeeded in preventing the incorporation of the South District for two decades. Development still progressed. A turnpike that is now Broadway was built. Since the union of the two parishes in 1792, there had been no church in Everett; one was started, Congregational, in 1848. At this time there were five hundred people within a radius of one mile of the center. A postoffice had been established in South Malden in 1852. Woodlawn Cemetery was incorporated in 1850. Most of the land in the section had originally been divided into five and ten-acre plots, but had been collected into larger holdings. This made for good farming, but prevented residential buildings. About 1845-55, many of the large plots were sub-divided and sold. In twelve years,

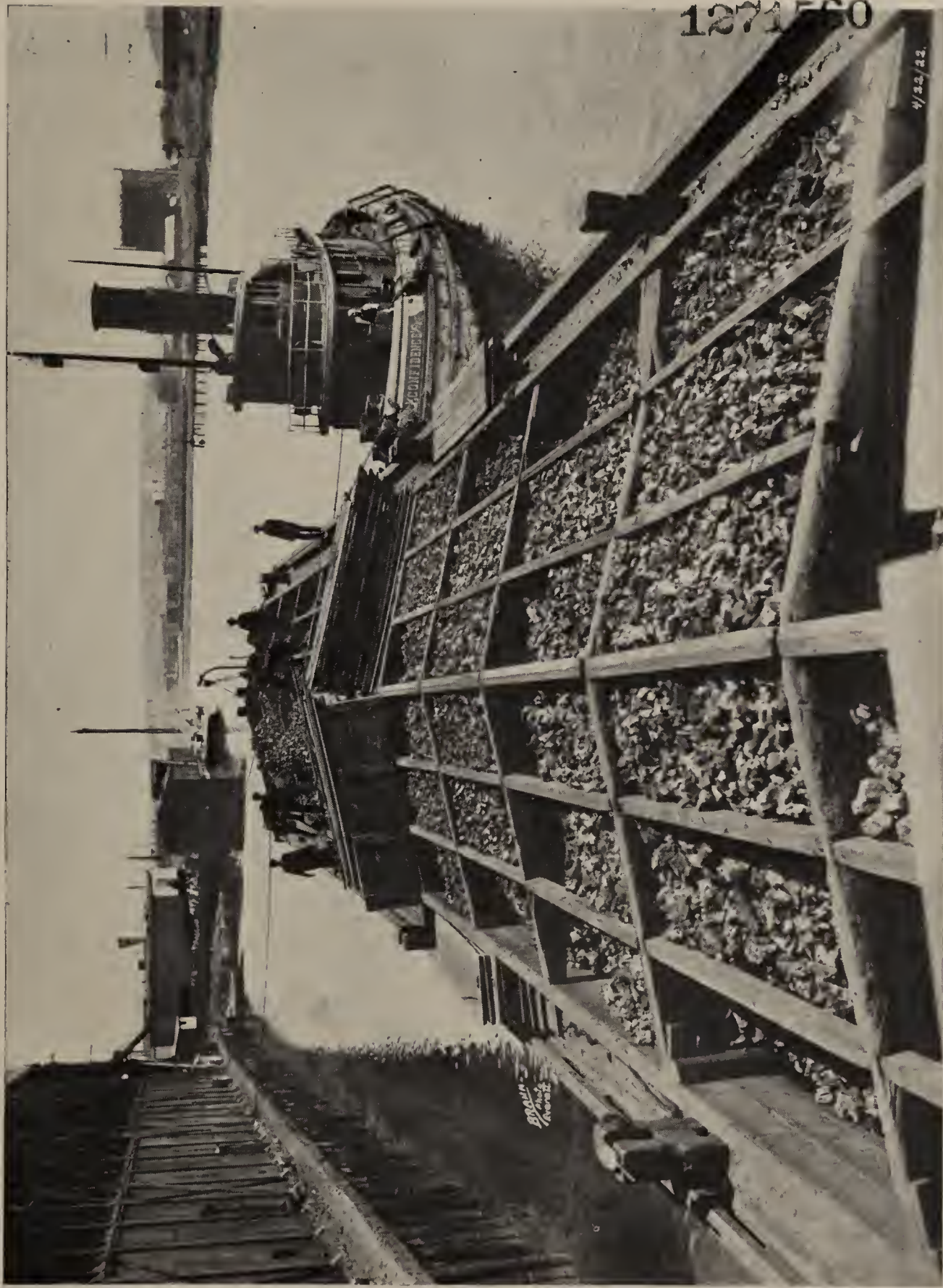
at least twenty-five large farms were placed on the market as building lots. Two railroads cut through the area in 1854; a street railway to Boston was opened in 1858. Tolls on the Malden bridge were abolished in 1859, which meant much, for at one time it cost forty cents in tolls to go from Malden to Boston. The population at this period made quite a growth, almost doubling from 1850 to 1867, valuations increasing proportionately. Even the breaking out of the Civil War gave only a brief set-back.

Little is known of the part played by the Everett area in the Revolution, and hardly more about the men who entered the Union Armies from the section during the Civil War, this principally because it was still a part of another town. Records reveal the names of thirty-seven citizens of South Malden on the National lists, but it is likely that there were more unrecorded participants. Thirteen are known to have lost their lives.

The Universalist Church, founded in 1865; the Young Men's Christian Association, in 1870; and the Palestine Lodge of Free Masons, in 1868, are the three most notable organizations that antedate the incorporation of Everett. Moves had been made for the erection of the town as a separate entity as early as 1850, and petitions had been sent to the General Court during several years. In 1870, the Legislature was fairly smothered with petitions, which after a protracted debate, were granted and the new town of Everett legalized March 9, 1870. The population of the new municipality at this time was 2,152, number of dwellings 414; valuation \$1,736,379. There were 432 school children, the school accommodations were the Centre School of three rooms; the Glendale, with two rooms; the Hancock Street, Ferry Street and Thorndike Street schoolhouses, each of one room. Provisions were made at the early meetings of the town for the improvement of schools; a high school was established; the indefinite postponement of the building of a Town Hall (the Masonic Hall was hired for this purpose); and the laying out of more streets: Lincoln Street, Fremont Avenue, Garland Street and Central Avenue, date from 1870 (there were twenty-six miles of streets). The Baptist and Methodist churches were organized this same year as the incorporation of the town. In every way 1870 was a big year and started an expansion of its population and land values that never since has stopped. In the next five years the number of residents had increased from 2,152 to 3,651; valuations from \$1,736,379 to \$4,404,650.

Between the incorporation of the town Everett, and the city, most of the municipal utilities enjoyed by the city were introduced. In 1871 a contract was entered into with Charlestown for a water supply. This contract held until 1886 when it was modified so that Everett received





COKE SHIPMENT LEAVING THE NEW ENGLAND COKE AND FUEL PLANT AT EVERETT  
(New England's coke supply comes chiefly from Everett)





half of the water rates. A sewage system was built just prior to the chartering of the city. The Fire Department, which dated from 1847, was about in its original condition until 1878, when a steam engine was purchased, and the whole department re-organized. Improvements started then have been kept up until at present few cities of its size are better equipped. Steam and street railways were improved remarkably from 1880 to 1890. The Public Library was dedicated May 1, 1879, as a private institution, but turned over to the town just a year later. It now is the Shute Memorial Library, being named in honor of its principal benefactor. There are 13,134 volumes in it; Gertrude L. Smith is librarian. Of still larger size is the Frederick E. Parlin Memorial Library, with 25,708 books; of this institution, George W. Rathbone is librarian.

Saint Mary's Catholic Church was added to the religious societies of Everett in 1878. At the time of the receiving of a city charter there were ten churches in the different sections of the city. The Young Men's Christian Association, successor to the organization of 1870, was established in 1884, and has been one of the liveliest forces for good in Everett.

By 1890, Everett had a population of 10,676, a valuation of nearly \$8,000,000, and was desirous of having a city government. On June 11, 1892, this was brought about, and the City of Everett took on a new expansion which brought it a population in 1920 of 40,120, and a property valuation of \$63,574,863.

## LEXINGTON

**Statistical**—Population (1920), 6,350. Registered voters (1924), 2,999. Valuation of property (1925), \$14,822,321.

First mention on the records of the State, March 20, 1713 (Old Style).

The North Precinct in Cambridge. April 19, 1754, part included in the new town of Lincoln. June 9, 1768, part annexed to Bedford. January 20, 1800, part of Burlington annexed. February 28, 1853, bounds between Lexington and Lincoln established. April 4, 1895, bounds between Lexington and Waltham located and defined.

Lexington is in Congressional District 8; Councillor District VI; Senatorial District 5th Middlesex; Representative District 28th Middlesex. State institution in Lexington is the Almshouse.

**General**—Cambridge started as a small fortified place of about a thousand acres. The area proved too small for the land hungry pioneers, and other sections were soon added. One of these was the region between Charlestown and Woburn on the east and Watertown on the west, extending northerly for a distance of eight miles which was granted them in 1635. This grant included the most of the present town of Lexington. Settlements began to be made, to which various Cambridge

names were given, such as Cambridge Farms, the first title of Lexington. In 1682, this section thought itself large enough to be set off as a separate parish so that it could have a church and be self governing. It was not until December, 1691, that the third request was listened to, and the parish established. Almost at once a minister was secured, Benjamin Estabrook, and a meeting-house erected, 1691. The first tax of the precinct for the pastor's salary, contains 54 names, possibly covering 300 folk, which indicates the growth of the settlement. The people later became dissatisfied with their organization as a parish with its limitations. After some agitation of the subject, the section was incorporated as a town, March 20, 1713, under the title, Lexington. The name seems to have been given in honor of Lord Lexington, an English diplomat. The population of the town at this time is supposed to have been less than five hundred. Co-incident with the incorporation was the building of a new meeting-house, land for which is now the historic "Lexington Common." On this was built the new church, fifty feet in length, forty wide and twenty high. This is the church so well known from the many pictures showing the battle of Lexington which occurred before its portals. The years of its building were 1713-14, and on October 17, 1714, was the first service held. This was the place of worship and the town hall for eighty years; around it came the British soldiers whose gunfire started the war that was to make the Colonies independent. It seems too bad that so memorable a structure failed of preservation; it was torn down in 1794. A bell had been given the parish by Cambridge for the first meeting-house; a second one for the new church by Isaac Stone. This was "to be for the town's use forever." It never was hung in the church, being placed in various prominent spots near it, and finally close to the schoolhouse, the first, "eracted" in November, 1714. This was the bell that rang out the warning that drew the minute-men to the Common to defend their town from invasion, April 19, 1775, and tolled over the dead left by the gunfire of the English on that memorable day. The bell would be a priceless relic had it been saved, but only the "clapper" or tongue, has been preserved and may, today, be seen in the Cary Library.

The Battle of Lexington is a part of the larger history of the United States to be repeated here; an account is given in full in another volume of this work. Six men lay down their lives, a small number, but they gave life to a new nation and changed the history of the world. Lexington had always been foremost in the warfare that troubled the early settlers from the very beginning. Its own difficulties with the Indians were few, but men had been sent to help in the bloody fights with the aborigines, and to aid England in her attempted conquests of other parts of this continent. In 1774, her minute-men were organized with



120 enrolled, probably every able-bodied man in the town; with John Parker, veteran of the French and Indian War, as the captain. It was Parker who gave the command to return the British fire at Lexington. The town did more than start the Revolution. The records are incomplete, but it is known that before 1779, her men had taken part in seventeen campaigns. Of her means she gave liberally. On July 4, 1799, a monument was unveiled, one of the first to commemorate events of the Revolution, a memorial of her dead. And every year since April 19, 1775, the day has been remembered and celebrated. It is now one of the great anniversaries of Eastern Massachusetts, a public holiday.

In 1812, Lexington, while disapproving of the war with England, supplied her quota of men and money.

During the Civil War, the town spent \$30,000 in aid of her soldiery and their families. No demand for men failed of being more than answered. There were 244 men who served in the different parts of the Union's forces; of these 20 lost their lives.

The story of the town and her boys in arms throughout the World War is written in the chapter on that event.

Mention has been made of the first schoolhouse erected in 1714 on what is now the Common. This was for eighty years the only school in the town. The most of the teaching was done in private houses, these being called "moving schools" or occasionally with real precision, "running schools," since their brevity and constant motion made them just that. In 1795, there being now about 150 children of school age, three schools were built, and as much as \$2.50 was spent per pupil for their education. Nine years later three more school buildings were erected, including a new one on the common. With all the schools, the appropriations for education never reached a thousand dollars, until 1830. In 1854 a high school was established. Near the close of the last century it was decided to limit the number of school buildings, and to consolidate the teaching into large units to which the pupils were transported.

Higher education in the earlier days was secured through academies, of which Lexington had its first in 1822. It was incorporated, means being supplied by the townspeople. But the lack of an endowment brought about its untimely end. The building erected for its use was turned over to the State, when, in 1839, it made its first attempts to found normal schools. The Normal School was opened in 1839 with three students. After five years of good work, the school was removed to Newton and later to Framingham. The unique feature of the school was that it was the first Normal School to be established in America. The old Academy building came into the hands of the Hancock Congregational Church, and continued its long life of usefulness to Lexing-

ton. The feminine part of the town was accommodated by a Seminary in 1864. The Lexington, an hotel, was its home; but its burning in 1868 brought to an end this experiment.

A social library seems to have been instituted about the same time as the Academy, and books were circulated under the care of the minister before that time. The Farmer's Club started an agricultural library at a later date. But the beginning of the present library was in 1868, when Maria Hastings Cary offered to give a thousand dollars for the establishment of a free public library on the condition that a like amount be raised in the town. The organization was completed almost at once, the condition met. Mrs. Cary gave the sum of \$5,000 for an endowment, and at her death it was found she had willed an additional \$5,000 to the fund. In 1887, William A. Tower proposed to the town that if it would supply a suitable site, he would erect a library building to cost from forty to fifty thousand. Lexington voted \$12,000 for such a site; Alice B. Cary on behalf of the heirs of Mrs. Cary agreed to give \$10,000 for this same purpose. The property desired was held at an exorbitant figure, and the attempt by the town to seize the place by the right of eminent domain led to the decision of the Supreme Court that the whole proceedings had been illegal.

The Cary Memorial Library recently was reported as having 31,397 volumes on its shelves; Marian P. Kirkland, Librarian.

The early history of religion in Lexington has already been brought out, this being the time when the town and church were one in interests. The second meeting-house lasted nearly until the end of the century. One curious feature of the early days which gave help and yet trouble was the Ministerial Fund which started with a bit of land purchased by the early parish in 1693. The income from this land was used to help pay the pastor's salary. The property was eventually sold, and the sum received placed in a fund, the interest of which was to be distributed in the care of the minister, no provision, or prevision, being made for more than one such. The Unitarian movement had taken hold of the Lexington church in 1826, as it had of many others, bringing about a division of the Society. There were about this time other church organizations formed. Each thought they should share in the Ministerial Fund. The outcome of the trouble aroused was an agreement to divide the fund among the three churches in existence when the original division of the money was made. In 1845 came the final separation of the town and church, and strangely the next year saw the burning of the meeting-house, one that had just been completed but not dedicated. The First Parish Church, now Unitarian in policy, is the mother of the church in East Lexington. The Baptist Church had members in the town long before its organization as a society in 1833, worshipping



in Cambridge. A place of worship was erected on Main Street that same year, and for a number of years the organization went its weak and uncertain way. Rev. Russel H. Conwell, who afterwards became famous as an orator and organizer, became pastor, and helped the church amazingly. The Second Congregational Society in East Lexington was formed mostly by members of the home church in 1835. The First Universalist Church was organized in the East village in 1845, but a meeting-house had been built in 1840. The society was feeble and united with the Second Congregationalists to form the Church of the Redeemer, a union which became legal in 1865. The legal title became "The Follen Church," in honor of the first pastor in East Lexington, 1886. The Hancock Memorial Church was formed May 20, 1868, and worshipped for a time in the old Academy building. In 1891 their present splendid edifice was started. The Church of our Redeemer, Episcopalian, held its first services in the town hall, April 8, 1883. In 1885 a new place of worship was built on Merriam Street, and dedicated June 24, 1886. The Roman Catholic Church was founded in the town about 1865. It purchased the Universalist building in East Lexington, and used it until a structure specially fitted to their services was erected in the Central village in 1876. Since 1886 the parish has ceased to be a mission, and has become a church.

The Lexington Historical Society, formed in March, 1886, for the purpose of awakening interest in local history and the preservation of historical matter, has done much to keep before the town its importance as an historic place. Lexington has been liberal in its contributions for anything that will help to perpetuate the memories of events taking place within its bounds. In 1884 a sum of \$1,500 was used in marking places of interest, with tablets or stones. Tablets were put on the Hancock-Clarke house, where the second minister of the parish dwelt more than two centuries and a quarter ago; The Buckman and Monroe taverns, of pre-Revolutionary fame; the home of Jonathan Harrington,, the last survivor of the Lexington Battle; and several others. A great boulder was placed on the Common to indicate the line of the minute-men; a monument on the site of the first three meeting-houses; a granite pyramid on the grave of Captain Parker; a stone cannon where Earl Percy planted one of his field guns; as well as many others which have been added during the following years. The town of Lexington is an historic shrine where he who comes may read and know where great events have taken place.

Changing from the historic to the more commonplace, it is well to realize that Lexington has had the ordinary history of an agricultural town. Manufacturing has never played much of a part in its story. The early fathers went there to farm, and successful they were. Those



following in their footsteps have realized its possibilities in this same line. Water-powers were practically absent, hardly enough to grind their grain. Even the crops have not changed greatly, the principal difference being that vegetables and fruits were added. The same fields that were grazed by the cattle of our forefathers produce their crops of hay, and the cow is the important animal raised. In 1880 the town was, for its area, one of the largest producers of milk in the United States. The railroad which crosses the town brought transportation of its supplies to Boston, and also brought about the peak of the agriculture. But the land has been too valuable to be used in competition with the newer soils in America, and too near to Boston to be unnoticed by folk from the city who want room and beauty such as no city can provide. For the last half-hundred years there has been a steady movement into the town of wealth and people who wanted to make here their homes and estates. The terrain of the town is varied and beautiful, the climate salubrious. Roads are of the best; car lines have been built connecting it with Boston, so it is accessible. Hence it has become a region of park-like country-seats of the wealthy. The summer finds it more and more popular with the transient seeker of rest and recreation. The central village is little larger in stores and shops than a number of years back, but it has been improved and beautified so as to win the admiration of all. East Lexington has been the rural, commercial and shipping center of a rich agricultural district. The population of the town was, in 1920, 6,350, a marked increase over the 4,918 total of ten years earlier. At the close of the Revolution, the number in the town was less than 800, growing by 1,800 to just over 1,000. By Civil War time the citizenship had about doubled; in 1890 it had risen to 3,200. One feature, which shows how high is the per capita wealth of the community is the valuation on the town in 1925, \$14,822,321.

Lexington is eleven miles from Boston to the northwest. It contains about nineteen square miles of territory, 20,000 acres. On the northeast it is bounded by Burlington, Woburn and Winchester; on the southeast by Arlington and Belmont; on the southwest by Waltham; on the west by Lincoln; and on the northwest by Bedford.

#### MALDEN

Statistical—Population (1920), 49,103. Registered voters (1924), 17,724. Valuation of property (1925), \$62,564,379.

First mention in the records of the State May 21, 1649 (Old Style).

Part of Charlestown called Mystic Side. June 7,\* 1726, part of Charlestown annexed. June 3,\* 1727, part annexed to Reading. December 21,\* 1734, part of Malden annexed to Stoneham. December 18, 1753, bounds between Malden and Reading established. June 10, 1817, part annexed to Medford. May 3, 1850, part established as Melrose. March 9, 1870, part established as Everett. April 20, 1877, part of



PLEASANT STREET, MALDEN



MALDEN SQUARE, MALDEN  
(City Hall in Center)





Medford annexed. February 20, 1878, bounds between Malden and Medford established. March 31, 1881, Malden incorporated as a city. June 9, 1881, act of incorporation accepted by the town. June 10, 1910, bounds between Malden and Medford established and a part of Medford annexed. March 22, 1917, bounds between Malden and Medford changed and established.

Malden is in Congressional District 9; Councillor District IV; Senatorial District 4th Middlesex; Representative District 21st Middlesex. State institution in Malden is the Almshouse. State officials residing in Malden are: Alvin T. Fuller, Governor of Massachusetts; Alvin E. Bliss, Republican Senator; and Elbridge G. Davis, Republican; Burt Dewar, Republican, and George Louis Richards, Republican Representatives.

**General**—It is to be regretted that Charlestown was ever separated from Middlesex County, for it, as the first settled region in the county, was the mother of so many of the later towns. Malden is one of this numerous progeny, and her given name was "Mystic Side." She was also one of the first to leave her mother, or, shall we say, to have been born, for her natal day was May 2, 1649 (Old Style). Charlestown dates from the coming of Governor Winthrop in 1630, being set up as "common lands" on August 23 of that year. His arrival marked the beginning of a great influx of settlers which, in a measure, flooded the territory around the Bay. "During the first ten years after the arrival of Winthrop, it is estimated that four thousand families had reached the shores of New England, including more than twenty-one thousand persons." They came from a country where the extent of a man's land holdings indicated his status and position in society, and, with a tremendous territory from which to choose wide acreage at almost no expense, it is not surprising that grants of great size were asked for and given. The result was the quick taking over of all the land near the first settlements, and the immediate spread of the later comers to nearby regions. This dispersion of the pioneers led to the founding of a number of scattered towns, of which only six in Middlesex County antedate Malden.

The so-called "Mistick Side," "the ground lying betwixt the North River and the creek on the North side of Mr. Maverick's, and up into the country" was one of the localities soon settled. As the early records of Malden are not in existence, it is not known by whom or when these settlements were made. But people were on the land, and they soon began to object to the long dangerous trip into Charlestown to attend to their religious duties and privileges. In England, where folks were many and lived within sight of their churches, it was an exceedingly great hardship to have to travel long distances over rough trails, along which the Indian and wild beast might lurk, just to get to church. Accordingly they wanted a meeting-house of their own, with a minister living in their midst. To give the inhabitants these privileges the "Mistic side Men" . .

were granted the right to set up a "distinct towne, the name thereof to be called Maulden."

In 1650 Rev. Marmaduke Matthews was called to be the minister of the new town, taking him from Hull, a fact which caused a great deal of trouble. Mr. Matthews was also unorthodox in some of his preaching, and the ordaining of him as minister brought a fine of fifty pounds on the "Maulden" church. A meeting-house was built "a little to the westward of Bell Rock" (about a third of a mile south of the present city hall) just subsequent to the incorporation of the town, 1649. It is interesting to note that this church was the forty-first organized in the Colony, and of the orthodox churches of that denomination now existent, it numbers about the twenty-third. There have been a number of the pastors of this church whose fame has been wider than the locality or State. Possibly Rev. Adoniram Judson, the father of the noted missionary to Burmah, is one of the best known. In 1727 the size of the first meeting-house proving inadequate to care for the greatly increasing population, another was projected, and built on the site of the present First Church of Malden, August 28, 1829. The location of this church displeased the residents of the southern part of the town to whose number had been added the population of the part of "Mistic" that had remained with Charlestown, this part having been annexed by Malden June 7, 1626. This dissatisfaction led to the founding of another church and building, the Malden South Church, September 13, 1730. This is now in the town of Everett, which was set off from Malden, March 9, 1870. While on the subject of churches mention may be made of the forming of a Baptist Church, December 27, 1803, although the movement from which it grew was begun in the preaching of Samuel Shepherd in 1797. The First Methodist Church in Malden was founded in 1813, although no place of worship was erected until 1826, when a meeting-house was erected on Main Street. During the first century and a half, the population of Malden never reached a thousand, even in 1800, only numbering fifty-nine more than that.

There is little that was unusual in the history of Malden before the breaking out of the Revolution. The industry of the section was almost completely agricultural, there being many fertile parts, and there was ready outlet by way of the Mystic River to Boston. The school problem had been a big one, and the early struggles to maintain a school not very successful. In 1701, Malden was indited by the court "for want of a school-master for reading and writing," and in 1819, "for want of a grammar school." If there was any schoolhouse, before the one erected in 1812, we have no record of it.

Malden men had received some military training in the various Indian and other conflicts that had taken place before 1775, and in the military



companies that had been formed in anticipation of a war with the mother country. As early as 1770 the town voted to use none of the imported English taxed tea, and in later years stated their grievances against the English government and their intention of resisting further oppression. The town lived up to its stated intentions. Although its population was only 983, of whom 48 were negroes and 416 under sixteen years of age, it sent more than 175, or at least there were that many enlistments during the Revolutionary War. During the Civil War the residents of Malden again showed their patriotic sentiments in a practical way by sending a large number of men into the Union service, and expending great sums for both the soldiers and their families.

The period just prior to and after the Civil War is the one that gave the greatest impetus to the development of Malden. Factories were established, railroads built, highways or turnpikes established. The town was brought in closer touch with Boston, people of that city became acquainted with its possibilities and many came to live. Agriculture was displaced as the dominant occupation; the place became industrial and residential in its interests. The population made marked increases, this in spite of the fact that in 1850 the town of Melrose was incorporated, taking 1,260 of its 4,780 residents. And in 1870, Everett was set up with 2,200 people taken from the Malden population of 9,570 at that time. Still, five years later, the town had made up the loss and census figures credited it with 10,843. By 1881 the inhabitants of Malden numbered 12,330, and by an Act passed March 31 of that year, Malden was made a city of six wards. By 1890 the population had doubled and in 1920 the census gave it 49,103.

The shoe industry had been the making of the town, the manufactures of the locality even as early as 1837 equalling \$350,000. The pushing through the center of the village of a railroad, Boston and Maine, in 1849, greatly multiplied the number of concerns doing business, and led to the enlargement of companies already on the field. Two decades later the Edgeworth Company was doing an annual business of more than \$2,000,000, and the Rubber Shoe Company exceeding this amount.

A number of organizations were founded before the chartering of the City, such as the Fire Department, Malden Bank of 1851, and the Public Library. This library was established March 12, 1877, due to a bequest of \$5,000 by John Gardner of Charlestown. The library was opened to the public two years later with about 3,600 volumes on its shelves. According to a late report, there are now 78,645 books, with Herbert W. Fison serving as librarian. In 1870 a system of waterworks was installed, using the waters of Spot Pond. Most of the other municipal improvements date from the latter part of the last century. A sewage system was not secured until 1891; street cars had been introduced some



years previously but were not of the modern electrical type until about this same time. The modernization of the Fire Department took place in 1890. There are several societies of early date that deserve mention, such as the Malden Deliberative Assembly, a debating club of 1875, which had quite an effect on the securing of a city charter, and the lines on which the city was run after its receipt of a charter. The Old and New Club, possibly the most famous of the Malden Women's clubs, was organized October 18, 1878. In ten years it had a membership of a hundred, and on December, 1889, it was incorporated under its present name. The purpose of the club is mutual and civic improvement. The Malden Medical Club, first the Holmes Medical Club of 1878, was influential in the creation of the Malden City Hospital and many of the other movements in municipal medicine. The Malden Young Men's Christian Association dates from 1884, although no move was made looking towards an organization until the next year. It was incorporated October 12, 1888.

### MEDFORD

**Statistical**—Population (1920), 39,039. Registered voters (1924), 17,187. Valuation of property (1925), \$58,184,383.

First mention in the records of the State, September 26, 1630 (Old Style).

Common land. April 19, 1754, part of Charlestown annexed to Medford. June 21, 1811, part annexed to Charlestown. June 10, 1817, part of Malden annexed. April 30, 1850, part included in the new town of Winchester. April 20, 1875, part of Everett annexed. April 20, 1877, part annexed to Malden. February 20, 1878, bounds between Medford and Malden established. May 31, 1892, Medford incorporated as a city. October 6, 1892, act of incorporation accepted by the town. June 10, 1910, bounds between Medford and Malden established and a part annexed to Malden. March 22, 1917, bounds between Medford and Malden changed and established.

Medford is in Congressional District 8; Councillor District VI; Senatorial District 6th Middlesex; Representative District 25th and 26th Middlesex. State institution in Medford is an Almshouse. State officials residing in Medford are: Richard D. Crockwell, and Lewis H. Peters, Republican Representatives.

The famous, and much quoted, letter of Thomas Dudley written in March, 1631, to the Countess of Lincoln, tells of the settling and naming of Medford. The members of his group who came in 1630, not being pleased with Salem as a place of residence started a search for a better location. The first found "a good place upon the Mystic," and although most of the eastern part of the State was explored, and a number of likely spots chosen for settlement, the "good place" was selected by a number and given the name, "Meadford." Governor Winthrop also wrote of going up the Mystic River for six miles, on June 17, 1630. He chose a spot for a farm, to which he gave the name "Ten Hills Farm" on the lower reaches of the River. The region beyond became known as

the "Mystic Fields," a name which was often applied to Medford. It is likely that Winthrop was responsible for the settling of new comers in 1630, on the upper and opposite side of the river in what is now Medford. This "plantation" was officially known as early as September of 1630, and had the intimate care of Governor Cradock, a year earlier. The pioneers of the region had to make their living as best they could, and the fish of the river came in good stead. On the stream was started the first public industry, the building of boats. In 1631, Governor Winthrop had built the "Blessing of the Bay," a craft of thirty tons, and a year later a vessel of a hundred tons was set up for Cradock, one of twice the tonnage being built the year later. Farming was, however, the principal occupation, and the meadows with the adjoining higher lands were very attractive to the eyes of the early agriculturalist. A description of Medford in 1634 says of it: "The next town is Mistick, which is three miles from Charlestown by land, and a league and a half by water. It is seated by the water's edge very pleasantly; there are not many houses as yet. At the head of the river are spacious ponds, whither the ale-wives press to spawn. This being a noted place for that fish, the English resort hither to take them . . . On the east side is Mr. Cradock's Plantation, where he has impaled a park where he keeps his cattle until he can store it with deer. Here likewise he is at charges of building ships. Ships without ballast or loading can float down the river." Although the town may be said to have been founded by Cradock, who was also its principal benefactor in the few years he kept in touch with it, he seems to have been the main cause of its retarded development. The territory had become his by a grant of the General Court in 1634, with an extension of area in 1635. This he would only rent, and not until after his heirs quit-claimed the property to Edward Collins in 1652, was it open to outside purchase. For a few years the Colony had been one of the busiest and wealthiest in the country. But with the withdrawal of Cradock, and with him, the ship-building and fishing business, Medford failed to keep up with the towns, such as Boston and Watertown, founded at the same time. For a century and more little happened to the quiet place.

Medford was established as "Common Land" September 28, 1630, the smallest in the Province with an area of only 2,000 acres, a very small section for that day. It was entirely surrounded by Charlestown until 1640, in which year its boundaries were marked. Efforts were made to enlarge the district "the better to support the ministry and schools." In 1735 a grant of 1,000 acres along the Piscataqua River was given it, but being of small value was sold a few years later. On April 19, 1754, quite a section of Charlestown was added to it by the General Court. The boundaries on the north were extended, and to the south



all the lands now south of the river were acquired at this time; to the east the line was brought to the Malden River. The area of the town was now nearly six thousand acres. Changes since made are: Part early annexed to Charlestown; June 10, 1817, part of Malden annexed; April 30, 1850, part given to form Winchester; April 20, part of Everett annexed; April 20, section given to Malden. These are the dates of the principal changes aside from those made in the establishment of boundaries. The net result being the loss of a thousand acres, the area of Medford is about 5,000.

The progress of the town in population in this period before a census is estimated: 1646, fewer than 100; 1707, ratables 46, indicating residents to the number of 230; 1763 (A century and a quarter) 741; in Revolutionary days, 1776, about 967. Medford was strongly patriotic when the break came between the Colonies and England. Her company of minutemen, 59, under the command of Isaac Hall, were in the fights at Lexington and Concord, losing one man, William Polly. Men, munitions and money were supplied the Continental armies and government during the long hard years that followed. Three Medford citizens rendered distinguished service as officers: Colonel John Brooks, later governor of the Commonwealth; Colonel Ebenezer Francis, mortally wounded at Whitehall, New York; and his brother John Francis, who was for six years with the armies. During the Civil War, the town again did more than its share to preserve the Union. According to Usher, Medford furnished in answer to the eleven calls of Lincoln, 769 men.

Like other New England towns, the early history is closely associated with religion. James Noyes, an Oxford graduate, became for a year the first minister of Mistic (1634). There seems to have been no regularly settled pastor for a number of years after Noyes. Nor was there any meeting-house built until 1696, when a small affair was put up "on the land of Thomas Willis, near the gate by Marble Brook on the north side of Woburn Road." A second church was built, when by 1727, the population of the region warranted it. In 1823, this church, "The First Parish," chose Unitarian theology for their faith. Seceding members formed the Second Congregational Society in 1823, and erected their place of worship on High Street near the Square. An offshoot of this church was the Third Congregational Society, 1847, later known as the Mystic Church, and which in 1874 consolidated with the Second. Universalists organized in 1831; the Methodists in 1828; the First Baptists in 1842; Grace (Episcopal) in 1848; and the Catholics in 1876. In West Medford, the Congregational and Trinity Methodist churches were established in 1872.

Of the first schools little is known, but probably Cradock provided teaching for his tenants from the beginning. Apparently the first



schoolhouse was not built until 1720 at which time two schools were established in the town. Ten years later, a new school was built, and the course of study extended to six months. In 1835 a high school was established, "probably the third in the State for the free co-education of the sexes in the higher branches of learning." The present grammar and high schools were all constructed during the last two decades.

Medford has had several private schools at various periods in her history. Dr. Luther Stearns, a Harvard graduate of 1791, conducted one of these for years. John Angier, Harvard 1821, opened another in 1821, which flourished for two decades.

Tufts College, on the southern edge of Medford, was founded on a tract of a hundred acres, the gift of Charles Tufts of Somerville. Money was contributed by the Universalists of the United States to the original amount of \$100,000. Reverend Hosea Ballou (2nd) was, in 1861, the first President. Sylvanus Packard, who bequeathed \$300,000 in addition to his liberal gifts throughout his life; William J. Walker, who gave more than \$200,000; Dr. Oliver Dean, a contributor of \$100,000; Thomas A. Goddard, the first treasurer and others, are among those who established the institution during the days when it was struggling to get a foothold. The Divinity School was founded in 1869. Further mention is made of the college in another chapter.

Medford claims to have had one of the earliest of the "free" libraries of the State. In 1825, a Social Library was formed which was maintained until 1856, when the books were transferred to the town as "the foundation of a permanent town library." The gift was accepted. Thatcher Magoun presented in 1875, the mansion on High Street, the former home of his father, with a sum of \$5,000 for the furnishing of the building, as a home for the library. Today the Medford Library is one of the most important institutions of the city, having 65,713 volumes; Abby M. Sargent is librarian.

The Medford of the modern day is a residential center rather than the agricultural section of the earlier days. Population increased at first rather slowly for a district so near to Boston, and so well fitted for residential purposes. Even as late as 1885, the figures for the town were below ten thousand, and at its chartering as a city in 1892, it had not exceeded the numbers required by a city by a great deal. Probably the lack of any large industries before the present century accounts for so slow a growth (the population now exceeds 40,000). Ship, or boatbuilding was the first industry. We have seen how Davison built ships for Cradock in the very first years of the colony. The low banks of the Mystic fitted it admirably for the construction and launching of ships, and from before 1800 the shipbuilding of Medford was not only the principal business of Medford, next to farming, but for three-quarters

of a century Medford craft were famous on the Seven Seas. Some of the speediest of the clipper ships for which America became noted were the product of Medford yards. Not only the first, but some of the greatest of sailing vessels came from the banks of the Mystic River. One name closely associated with the industry was that of Thatcher Magoun, the "pioneer of shipbuilding in Medford" who founded his works in 1802. The period following the Civil War brought to an end shipbuilding in this region. The last vessel launched in Medford hit the water nearly a half century ago. In the seventy years that the industry was at its height, 567 vessels were built, with an aggregate tonnage of 272,124, or an average of 490 tons to the vessel.

Deposits of clay in the southern part of the town led to the development of a brick industry which persisted into the present century.

Distilling was started as early as 1735, and "Medford Rum" had more than a local celebrity.

The "Medford Cracker" was as world-famous as "Medford Rum" or "Medford Ships." This was the invention of Converse Francis, 1799, successor to the first baker in the locality, Ebenezer Hall. A tablet placed on the Whithington bakery, near Salem Street, memorializes this early and long continued industry.

### MELROSE

**Statistical**—Population (1920), 18,204. Registered voters (1924), 9,093. Valuation of property (1925), \$30,199,728.

First mention in the records of the State May 3, 1850.

Part of Malden. March 15, 1853, part of Stoneham annexed. March 27, 1895, bounds between Melrose and Stoneham located and defined. March 18, 1899, Melrose incorporated as a city. May 8, 1899, act of incorporation accepted by the town. May 9, 1906, bounds between Melrose and Wakefield changed and established.

Melrose is in Congressional District 8; Councillor District IV; Senatorial District 4th Middlesex; Representative District 22nd Middlesex. State official residing in Melrose is Angier L. Goodwin, Republican Representative.

**General**—The City of Melrose, in the earliest days of its history was known as "Pond Feilde;" it then being a part of Charlestown. In 1649, Malden was set off from Charlestown, and the part that is now the city began to be called "Malden North End," and "North Malden." Two hundred and one years later, Malden North End was incorporated and given the pleasing title of Melrose. Just who was responsible for the name is unknown. At a meeting in a Mr. Bogle's house, shortly before the incorporation, some one present remarked: "I know a beautiful little town in Scotland which resembles this section so much that I should like to have our new town named after it. It is Melrose." Melrose, Scotland, as everyone knows, is the seat of the Abbey of the same name,



built in 1400. But what everyone does not know, is that in the walls of Trinity Church of Melrose, is a stone taken from the ancient Abbey in 1886.

The town of Melrose was incorporated May 3, 1850; the City of Melrose received its charter March 18, 1899. It is about seven miles north of Boston, on the railroad which more than any other one factor made it the large place it now is. It is south of Wakefield; west of Saugus in Essex County; north of Malden; and east of Stoneham, a group of towns that for natural beauty are not exceeded in the county. With an area of 2,921 acres, of which only 2,700 are taxable, it has an estimated population of 21,000 (1926), the figures for 1920 being 18,204. The terrain is that of a valley surrounded by low hills. There are a number of heights, that have been given names: Mounts Zion and Hood, Boston and Atlantic Rocks, Barrett Mount and Vinton Hill. From these, splendid views may be had of the ocean to the east and Wachusett in the west. The ponds are few, L Pond being the largest, thirty acres, others being Long and Swains, famed in 1660; Dix's Bennett, Highland. The first and the present thickest settlement was in the valley, but the expansion of the territory as a residential section has brought about the covering of the hills with homes and estates. The parts of Melrose, more distinct a few decades back, were five: The Fells and Wyoming in the south (the southwest corner of the City is in the Fells Reservation); the Centre, where the first church was built; Melrose Highlands, in the north, where many of the country places of the wealthy are located; and Norrisville.

Melrose was a part of Charlestown which was settled in 1629, it having been added to the latter's territory in 1633. Settlements had been made in the section at this early date, and by 1640 a mill built by Thomas Coitmore was in operation near Mount Prospect. In 1649, Maulden, or Malden was incorporated as a separate district. Its principal value at this time was in its feeding grounds for cattle, the dense forest being of little use when wood was plentiful everywhere. One of the first records of Malden, however, was one of March 26, 1694, which planned for the division and preservation of the woodland.

The settlement of Malden North End progressed rather slowly. There was no road through the region until that of 1653 known as the Reading road. Even as late as 1795, there were only two, the other being the Stoneham Road, located where Wyoming Avenue now is. A few others were laid out between this year and 1800; Main Street dates from 1806. Most of the New England towns have grown up around Congregational meeting-houses, but Melrose was an exception. The first church in the town was Methodist Episcopal, the result of a difference of opinions in regard to political matters, with the Church of Malden. This was



in 1813, but the formation of a society did not occur until 1815. A little church was built in 1818, sold in 1858 and changed into a music hall, a large place of worship being erected and dedicated, April 1, 1858. A group separating from this first organization formed the Protestant Church in 1828. These joined the Baptists in 1856, which took over the property, and became the first Baptist church in the community. Meanwhile the Orthodox Congregationalists had organized, July 11, 1848, and built; the First Universalist Society had incorporated, February 10, 1849; and the Trinity Episcopal Church had been established, 1856. The Unitarian Church dates from 1869; the Catholic, from 1873, although the latter had been a part of the Parish of Malden for years. These mentioned comprise the first formed churches of Melrose. The churches of today, together with other religious bodies, number more than half a hundred.

Even before churches had been provided, educational matters had been cared for, although in a very insignificant way. A little rustic schoolhouse dating from 1820 was the only school building in Melrose until 1828. In that year the building was sold to the Protestant Episcopal Church and a new schoolhouse erected. It was located on what is now Upham Street, and the teacher for twenty-four successive years, was Robert Gerry. The school built on its site was the only one in Melrose at the time of its incorporation in 1850. The Centre Grammar School now occupies its place. The High School on Emerson Street dated from 1869.

The military history of the town in the early days is a part of Malden. Not until the Civil War were any separate records kept of Melrose soldiery. During the Civil War, Melrose not only filled her quotas, but exceeded them by 74 men, a most unusual number when population is considered. Altogether 454 men went into the Union service from the town. Of these eighteen were commissioned officers, two of whom lost their lives. The total number of those who never "returned" was twenty-three. The town also provided for the relief of the needs of the soldiers and their families, which with other war expenses greatly increased the town debt. A quick recovery was made, however, and we find Melrose laying plans at the end of the war for the improvement of its streets, and particularly to introduce the water of Spot Pond in the section. A water company was formed for this purpose in 1867, which secured a franchise. This was secured by the people of Melrose, Malden and Medford in 1869, and by the 25th of August, 1870, the town was supplied with an abundance of piped water.

A fine Town Hall, built at a cost of \$65,000, was dedicated June 17, 1874. The tower was the gift of Daniel Russell, and provisions were made to house the library and a bank. This bank was the Melrose

Savings Bank organized that same year, although incorporated two years prior to this time. The Public Library grew from a town meeting held in 1871, when it was voted that certain funds known as the dog tax "should be appropriated for a Public Library." It was opened on November 1 of that year, with 1,400 books, and was located near the Centre depot until removed to the new Town House. According to the last report, the Library has 33,000 volumes on its shelves, and Elsie M. Hatch was the librarian.

### NEWTON

**Statistical**—Population (1920), 46,054. Registered voters (1924), 22,762. Valuation of property (1925), \$126,955,555.

First mention in the records of the State, December 15, 1691 (Old Style).

The town of Cambridge Village, sometimes called Little Cambridge, June 21, 1803, an island in Charles River annexed. April 23, 1838, part annexed to Roxbury. April 16, 1849, part annexed to Waltham. June 2, 1873, Newton incorporated as a city. October 13, 1873, act of incorporation accepted by the town. May 29, 1874, bounds between Newton and Boston established. May 5, 1875, part of Boston annexed. June 23, 1875, the act accepted by Newton. July 1, 1875, the act took effect. March 29, 1898, bounds between Newton and Boston established. May 13, 1898, bounds between Newton and Boston established. March 28, 1907, bounds between Newton and Brookline established.

Newton is in Congressional District 13; Councillor District VI; Senatorial District 1st Middlesex; Representative District 4th Middlesex. State institution in Newton is an Almshouse. State officials residing in Newton are: Abbott B. Rice, Senator, Republican; Arthur W. Hollis, Clarence S. Luitweiler, and Leverett Saltonstall, all Republican Representatives.

**General**—The City of Newton is one of the finest suburban places in Massachusetts, and has a fame for its residential attractiveness which is more than state-wide. A name often applied to it is, "The Garden City of the Commonwealth." It has an exceptional location, eight miles from Boston, in the midst of river, hill, and lake scenery. Winding roads of the best type, parks and parkways, beautiful estates, wonderful lawns, trees, rare fertile garden areas, all these and more characterize this noted place. The Charles River skirts the city for eleven miles, the banks of which form a parkway of 118 acres. To this is to be added 200 acres of parks and play-grounds, several country club golf courses, the wide Newton Boulevard five miles long, as well as other splendid highways. Newton is divided into ten village centers, which vie with each other in the improvement of the city as a whole.

This modern Newton is of ancient birth. One must go back to the history of Boston, to find the beginnings of its story. Boston was founded in 1630, but was located on a very small peninsula. It had to be protected from the natives. To this end, after considering putting up a palisade at the neck of the peninsula, it was decided to build a



protecting fence in what is now Cambridge near the site of Harvard. This was in 1632, and the new land inside the palisade was called Newtowne. When a college was founded the next year, the name was ordered changed to Cambridge. The land outside the fence on the south side of the Charles River comprised the present Newton and was known by several names such as, South-side, Nonantum, Cambridge Village, New Cambridge. Not until 1691 did the Court use the title which had been applied to it Newtowne, later about 1766, Newton.

In 1656 the residents of the section, having grown tired of paying taxes to support a church so far away as Cambridge, petitioned for a separation. This was repeated until the General Court, December 15, 1691, declared the section to be a separate entity. Paige holds, in his "History of Cambridge" that "the village was released from ecclesiastical dependence . . . on Cambridge in 1661; became a precinct in 1673; received the name Newton in December, 1691; and was declared . . . a distinct village in January 11, 1688." Newton, when a part of Cambridge, was probably the largest town in Massachusetts, if we exclude those whose boundaries were the "South Sea," for it was thirty-five miles long and extended to the Merrimac River. As a separate town, its dimensions were very greatly reduced. It held an acreage of about 13,000, which was cut down at different times: in 1838, 1,800 acres going to Roxbury; in 1847, about 640 being given to Waltham.

The settlement of the present Newton district was rather a slow process, since there was no concerted movement such as characterized Watertown and other neighbors. By 1664, the date of the founding of the first church, there were only twenty families. Deacon John Jackson is usually considered to have been the pioneer of the region. Some of his descendants still live in Newton. His farm included Mount Ida and the land lying to the north and west of it. John Fuller was another of the first comers. In 1680 the daughter of Jackson married the son of Fuller, and as a wedding present from Edward Jackson, was given the twenty acres which now make up Claffin Field, the beautiful civic center. Evidently there were enough people in the region in 1632 to need and build a church, although a church organization was not established until 1664. Of this John Eliot, Jr., son of a famous father, was the first pastor. Of the work of John Eliot, Sr., among the Indians of this and other districts, somewhat is written in the general history of Middlesex County.

The Charles River, which twined its length for miles around three sides of the town, determined the placing of many of the early villages. The whole region was agricultural in interests, and of abounding importance was a mill to grind the "corn" the farmers grew, and to saw the plentiful trees into lumber usable in the building of homes. Wher-





CLASSICAL HIGH SCHOOL, NEWTON



NEW HIGH SCHOOL, ARLINGTON





ever there was water enough to drive a mill, there a settlement was made and increased. Newton was known for years as Angier's Corner, and as Newton Corner, because of the mill there and it being the northeast corner of the town. Newton Upper and Lower Falls, and Bemis Factory, now North Newton and Nonantum. About 1834, a railroad made its way through the town, and at this time, many of the towns received their titles. Newtonville, West Newton, Auburndale, Riverside, Chestnut Hill, Newton Centre, Highlands, Waban, Eliot and Woodland, all are names given first to stations, often before there were villages at the place.

Newton Upper Falls got its start when John Clark erected a mill in 1688 at the upper end of the rapids of the Charles where there was a fall of twenty feet. The first dwelling was built about 1800 and stood for a century. Newton Lower Falls, two miles down the river, was the site of most of the mills on the Newton side of the Charles. In 1703, four acres of land were sold here to John Hubbard who put up an iron works. Around this and other industries a village grew, but by 1800, there were only thirteen houses in the place. It was relatively the most important settlement in Newton, for until 1820, the only post office in the town was located here. There were paper-making, the manufacture of silk and silk hosiery as well as a number of shorter lived industries. West Newton was a stage coach center, the home for awhile of the first normal school for ladies in America. Here also were the homes of Thomas Parker, John Fuller and Isaac Williams, 1661, some of the earliest settlers of Newton. And here, more than a century after the first meeting-house was built, was permission given to found a second parish and church. On its site is the present City Hall. Newton, or Newton Corner, was the first part of the city to be settled, and the first to have a railroad station later by a century and a half. Newtonville was the Fuller farm of the earliest period, it having been purchased in 1638. The first grist mill was built here, which in the day of the railroad served as a freight station, and a shelter for the occasional traveler. The village was only a flag station as late as 1842. Newton Highlands was a tavern center of the stage-coach days. When honored with a station by the railroad it was first called Oak Hill although it lay on a plain. Then it was Newton Dale, and later given the present title. Auburndale was the home of the Revolutionary patriot, John Pigeon. It had seven houses within its limits as late as 1800. The name is said to be derived from the line: "Sweet Auburn, loveliest village of the plain." Lasell Seminary has been one of the well-known schools located here. Eliot, named in honor of the "Apostle to the Indians;" Chestnut Hill, from which disease has unfortunately taken the chestnut trees, but in no way marred its beauty, was only a market garden section until 1850; Waban, the hunting ground of the chief of the Nonahantum Indians,



was another agricultural settlement until becoming too valuable for residential purposes; Woodland Station, almost a part of Auburndale, was established to accommodate the Woodland Park Hotel and the Newton Cottage Hospital; Riverside is best known as the site of the Newton Boat Club established in 1875; Nonantum or North Village, was formerly called Bemis Factory. It is notable as the place where David Bemis, in 1760, put in the only "rolling dam" in the United States. Bemis was the first successful paper maker in Massachusetts. He also made a fortune in cotton making, and other works. He built, in 1812, a gas plant and used coal gas two years before it was made and used in England. There were, of course, other villages in the original and early Newton. The most of these were scattered along the outside edge and often had ideas of splitting up so as to have a more compact formation. Fortunately, there seemed to be no natural line of division. The annexation by Roxbury, in 1838, of the southern part of the town, and the taking of 600 acres by Waltham in 1844, helped in a measure to settle the question. In 1855, the residents of Newton placed themselves on record as opposing any division of its territory.

The citizenry of Newton were almost to a man in favor of the Revolution. On the lists of the town in 1800, there were the names of two generals, nine colonels, three majors, forty-one captains and twenty-one lieutenants, indicating that many of the men serving with the Continental troops won to themselves honor and promotions. The common at Newton Centre originated in the gift of Jonathan Hyde and Elder Wiswall, of the acreage as a training field. Newton at the time of the outbreak had a population of only 1,400, yet it is estimated that not less than 430 of her men were in some branch of the Continental service. Her sacrifice in the way of material things was equal to the giving of her man-power. Shays' Insurrection and the War of 1812 passed over the community almost unnoticed.

Meanwhile two things of more than local interest had happened. In 1780 a Baptist Church had been organized in Newton Centre, one of the first in the inland towns. And on October 28, 1825, the Newton Baptist Theological Seminary opened at the Centre, which was the first theological seminary of high grade established by the Baptists in the United States, and still one of the greatest. Its site was the "Peck place" with some 85 acres well situated. The money for the school was secured through the efforts of Levi Farwell of Cambridge, Jonathan Bacheller of Lynn, and Nathaniel Cobb of Boston.

Newton has always been the home of many private or endowed schools. There were the Davis and Fuller Academies of 1817-39, and 1832-34; also the State Normal, 1844-53. These in West Newton. The Rice Boarding School, 1825-47; Burbank School for Boys, 1848-52; the Newton Female

Academy, 1831-60; and the Theological Seminary mentioned. Lasell Seminary for Young Women, established by Professor Edward Lasell in 1851, at Auburndale, is a well known institution, and while possibly not so widely known, the West Newton English and Classical School, succeeding as it did to the old Normal buildings, in some measure took up the mantle of that body. It was here that the first kindergarten was founded in Massachusetts in 1864. These schools mentioned are but a few of the older educational institutions that have been and are active in the affairs of the Newtons.

While still a part of Cambridge, the public school system was started in Newton. A "colledge" (Harvard) had been founded in 1636, and by the side of the "colledge" was "A Faire Grammar Schoole" (probably about 1640). Cambridge Village (Newton) was taxed for both these schools. Other educational advantages became available, but when Newton became a separate organization, it was without a school, and evidently remained without one until 1699 or 1700. As the section grew, villages started in widely separated spots, and there was much striving for schoolhouses and teachers of the various parts. Schools and teaching were in no sense public or free affairs in the early days. By 1800 the town was owning the few schoolhouses in it, and the teaching was under the supervision of a committee, this in 1827-8 became the legal form of district school system which prevailed until 1852-53. The year 1849 may be taken as typical of this period of education in Newton. In that year the town had eleven public schools, 543 total pupils in the summer, 632 in the winter. The summer term was taught by ten female teachers; the winter by nine male and two female. The winter schools averaged forty weeks; the summer two weeks more. The first year session was held in 1848. The graded system was introduced in 1859, the same year in which the High School was established. This was the beginning of the rapid development of educational facilities to accommodate a rapidly increasing population. Newton has now a series of public schools of which she may be proud, but never has she been able to catch up with the increasing needs. In 1890, the city had 22 schoolhouses, with 106 used rooms, use of these was divided among 1 high school, 48 grammar schools and 38 primary. Pupils numbered about 4000. In 1912, just one of the ten districts of Newton (Newtonville) had the Classical High and the Technical High schools, with 838 and 1,068 pupils respectively in them, besides the regular grammar and primary schools.

Newton had a population at the time of the breaking out of the Civil War of little more than eight thousand (8,382). Although the quotas through the years of conflict called for more than one eighth of the total population, the town actually sent an excess of 62 men, or a total



into all departments of 1,129, an unusual record for any place. Forty-three of these men were commissioned officers. Nearly all of the soldiery were volunteers, and nearly a third enlisted for "three years, or the period of the war." Of these troops 59 "laid down their lives on the altar of their country." Their names are inscribed on the monument dedicated to the Soldiers of the Rebellion, July 23, 1864. The story of the Newton men on the field of action is told at length in various histories. There is not space to tell of the activities of those who stayed at home. For the care of the soldiers and their families, the town appropriated altogether \$113,000. Besides this there were numerous private benefactions to those at home and abroad.

At the close of the war although the town was heavily in debt it had grown strong and ready for a new expansion. Agriculture had ceased to be the dominant interest; manufacturing had taken first rank. Now, too, began the appreciation of its residential possibilities. In 1870 the population was 12,825; in 1880, 16,995; five years later, 19,759; in 1905, it had risen to 36,827; the 1920 figures were 46,054; today (1925) the population is estimated at 53,000. By 1870 the town form of government had ceased to be a practical method of carrying on the business of the communities. Accordingly, on June 2, 1873, Newton was incorporated as a city, the charter being accepted on October 13 of that year.

Many of the public utilities and institutions date from a period prior to this. The fire department dates from 1813; four fire wards were established in each of the five principal villages ten years later.

In 1871 plans were made for the introduction of water, and the Legislature, in 1874, granted the privilege of taking supplies from the several ponds in Newton. In this latter year the citizens voted "not more than \$100,000 for a water system." The upper Charles River was chosen as the source of supply, being pumped into a reservoir on Waban Hill. In 1886, seven artesian wells were driven to supplement the river. Newton has today one of the purest waters in any of the suburban cities of Boston. Much of it is pumped directly into the mains, and the immediate reservoirs are covered to prevent contamination. The city has unusually good systems of transportation. Not only has it a location on the main lines of railroad travel, but three direct electric lines connect it with Boston and neighboring towns. This system is but the expansion of the Worcester Railroad of 1834 and other like lines, and the Newton Circuit Railroad, bought and enlarged by the New York and New England rail systems in 1886.

Churches are almost too numerous to be counted, their number being added to each year. Probably every major denomination is represented among the numbers. The Public Library, with branches in the various sections of the city, has 114,808 volumes on its shelves, according to a





PUBLIC BUILDINGS, READING



HIGHLAND SCHOOL, READING



late report. Harold Dougherty is the efficient librarian. This free library was organized in 1869, holding its inaugural in 1875, but its long and interesting history goes back to a Book Club of 1798.

### READING

**Statistical**—Population (1920), 7,439. Registered voters (1924), 3,700. Valuation of property (1925), \$13,901,987.

First mention in the records of the State, May 29, 1644 (Old Style).

Part of Lynn. May 29,\* 1644, bounds between Reading and Woburn established. October 14,\* 1651, land granted to Reading. June 3,\* 1727, part of Malden annexed. September 25,\* 1730, part included in the new town of Wilmington. December 21,\* 1734, part annexed to Stoneham. April 5,\* 1751, bounds between Reading and Stoneham established. December 18, 1753, bounds between Reading and Malden established. February 25, 1812, First or South Parish of Reading established as South Reading. June 16, 1813, part of South Reading annexed. March 22, 1853, part established as North Reading. April 10, 1854, bounds between Reading and Lynnfield established. May 2, 1905, bounds between Reading and Lynnfield established.

Reading is in Congressional District 5; Councillor District VI; Senatorial District 7th Middlesex; Representative District 18th Middlesex. State institution in Reading is the Almshouse. State official residing in Reading is Charles P. Howard, Republican Senator.

**General**—Johnson, the Woburn historian, writing in 1651, remarked that "Reading hath her habitation in the centre of the country," meaning the center of the then settled portion of New England. Its present location is far from being that today, lying as it does, to the extreme easterly part of the county of Middlesex. But it is within fifteen miles of the busy and populous cities of Boston, Lynn, Salem, Lawrence and Lowell, with nearly three quarters of a million people gathered within a sixteen-mile radius. The section is one of the loveliest in the country, elevated, but softly rolling, with nearby crystal lakes, pleasant streams, and broad acres. A parkway system including the best of scenic roads, connects it with Boston. The principal village, and Reading Highlands, are both placed on heights combining glorious views with a most salubrious climate. Industries aside from farming, have always been relatively few, and factories of large size have never marred the landscape. Agriculture, the main occupation from early times, has taken the form of cattle, pastures and hayfields, giving the terrain the appearance of a large park, rather than a farm area. More and more the town has become a residential section, with many beautiful estates, and smaller homes scattered throughout the district.

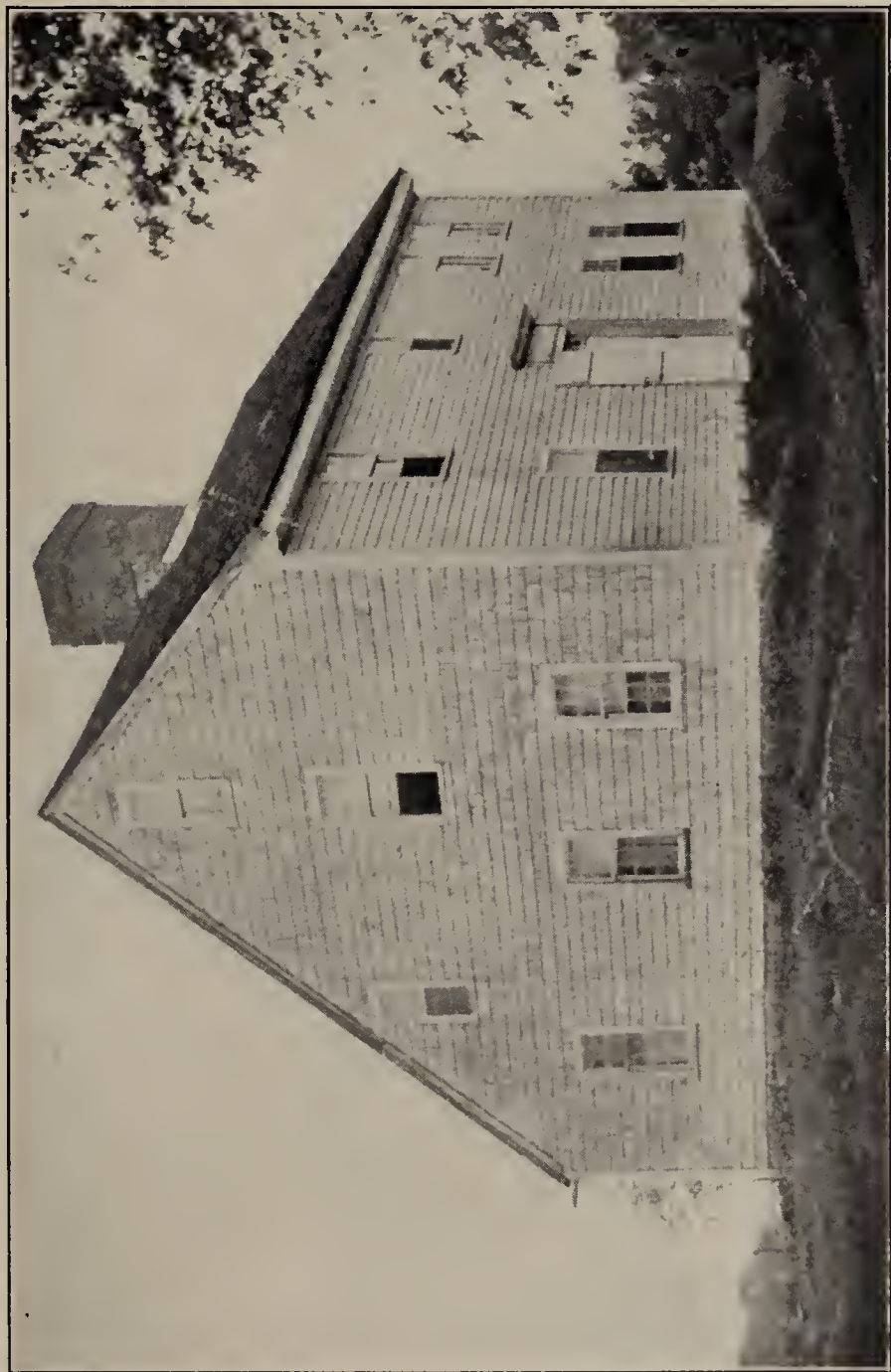
"Ancient Reading" is one of the oldest towns in Massachusetts, having been settled in 1639. It was then a part of Lynn, and from it three towns have been carved, of which Reading, while the last in actual development, retained the old title. The early history of the town starts with Wakefield, rather than with the present Reading.



It was between the two lakes of Wakefield that the first Lynn settlers built their homes. They probably came from Reading, England, and in memory of their home place gave the name to their new one. A "meetin-house" was the first public building, and, with the custom of joining state and church ingrained in their minds, a form of government had to be established. This church, erected before incorporation, May 29, 1644, was the twelfth in Massachusetts. A pastor was called, Reverend Mr. Green, and the religious side of the settlement had been taken care of. The town meeting, almost as important as the church service, made the laws that protected the new community. Wild animals and the Indian were the main sources of worry, and the regularly organized companies attended to the double duty.

In October, 1651, the territory north of the Ipswich River was added to the ancient Reading. It is now the town of North Reading. It was not until 1673 that the present Reading received mention, it then being spoken of as Wood End, probably because of the density of its forest, and the source of the wood supply of the colony. The three parts of the settlement which were to become separate towns were first known as parishes, with Wakefield as the first, North Reading as the second, and Reading ("West" or "Wood End") as the third. The second parish had been promised a separate organization as soon as it could care for a church and minister, which condition it met, and was rewarded in 1713. Meanwhile Wood End had grown and wanted a parish government of its own. This was objected to by the mother parish, and to silence the growing child, seventeen pounds a year for the support of a preacher was voted Wood End (1730), if for ten years they would cease their cry for a division. Quiet reigned until 1756, when a petition was made for an independent church. But not until 1769 was the area, now Reading, set off as the Third Parish. The first meeting of the new division was held August 6, 1769, and it was voted to complete the meeting-house already started. This edifice, located on the common and used for a hall (Union Hall) and a school, remained intact until its destruction by fire in 1890. The Third Parish, at the time of its incorporation, contained at least 55 houses. There followed an immediate expansion in population, and the West End ceased to be the Cinderella of the Readings. By 1810, the three had a population of 2,228; by 1860, Reading alone had 2,662 residents. At present the number of inhabitants (1920) is 7,439.

Except as disturbed by wars, Reading pursued a quiet existence until the Federalists and Republicans began their arguments over the advisability of declaring war against England in 1811. The Republicans in First Parish took advantage of the political difference in Reading, and brought about the setting up of South Reading as a separate town,



THE PARKER TAVERN IN READING, OWNED BY THE READING ANTIQUARIAN SOCIETY





February 25, 1812. It was not until 1853 that the town of North Reading was incorporated. In 1844, the three celebrated together the bi-centennial of the old town, and in 1894, they again joined in the two hundredth anniversary of the founding of "Ancient Reading."

Reading although a rural community did not escape the effects of tilts with the Indians and the early wars of the country. When it was seen that war with England was inevitable, the town voted "to maintain their Charter Rights in every constitutional way," June, 1774. Prepared by the hardy life lived, the men of Reading were prompt to enlist in the conflict which followed. The minute-men were at Lexington, and one of her sons, Dr. John Brooks, later Governor of the Commonwealth, was a captain of the company. More than 400 men served in the Continental armies, and the accounts of the town fathers' proceedings, show in what a large way the town contributed of its means.

A document of this time shows that Reading citizens were not above holding slaves, but it is also interesting to note that the first ladies' anti-slavery society was formed in Reading. The first male society, auxiliary to the New England Anti-Slavery Society, was also organized here. William Loyd Garrison said, "for some time Reading continued to be the banner town in the anti-slavery conflict."

Into the war between the states the town went heart and soul. Companies were formed; thirty-four more than her quota enlisted, 411 in all. Fifteen were killed in battle and thirty-three died of disease. Using a bequest of Abiel Holden of \$500, and \$1,000 of the town funds, a memorial shaft was dedicated October 5, 1865, to the heroes of Reading. Her part in the World War is recorded elsewhere in these volumes.

Attention has been drawn to the fact that Reading is more of a residential town than industrial, but it is well to realize that she has, and has had her industries. The railroad which crossed the town gave the largest impetus to manufacturing, although the years following the Civil War marked the greatest progress. Mills, both saw and grist, were the first industries, but were fewer and more recent than in most towns. Cabinet and furniture making was formerly one of the main occupations, the pioneer in the business being Ambrose Kingman, followed by many others. Boots and shoes were the first and longest continued of the manufactures. Following the home shops came the larger concern of Joseph Bancroft in 1758, the Bancroft name being continuously connected with the business for a century and a half. Nathan Weston began the making of hats in 1812, and is credited with being the inventor and first maker of the silk hat. Frost and Pratt, after 1832, started what was an important trade, the manufacture of clocks.

One unique industry which has continued to the present day, is the

making of organ pipes. This was started by Samuel Pierce in 1847, and where the most of the other industries declined, this one increased its output, reaching its peak in 1875. There are at present a number of factories in the town, but none of great size.

One of the first items recorded concerning Wood End or Reading, is of a public school established in 1693, two pounds being voted for this purpose. The earliest schoolhouse of which there is record was one built in the village (to be) in 1708. After the incorporation of South Reading in 1818, Reading became a separate district, and contained two schoolhouses. In 1827, another was added, there now being the Centre, North and West districts. In 1834, Hill End became the south division; in 1836 the Lowell Street district was formed, and in 1844 the north district was divided. How many farther divisions would have been made is not known, but districting was abolished in 1864, and the tendency of this century is to have fewer, larger and better schools. The first high-school class was graduated in 1863. The library was ever a part of the New England scheme of education, and it is said that there is only one town in Massachusetts without a library. Efforts in this direction started on September 27, 1791, with the Federal Library. This, in varying forms continued until 1831. Ten years later the Franklin Library Association was formed, which circulated books among its members until the organization of the present Public Library in 1868. In 1867, Dr. Horace P. Wakefield offered \$500 for the purchase of books if the town would vote a like sum. These and other moneys greatly enlarged the usefulness of the library, which in 1869 was housed in the High School building. It has now a separate home, with Bertha L. Brown as librarian. On the shelves are 10,500 volumes.

Reading has had several banks of which only one of the early ones has survived, the Reading Co-operative Bank. It was organized in 1886, the Reading Savings Bank having closed its doors in 1879.

The old parish church had its successor in the Old South Church, situated so prominently at the head of the Common. It is the second edifice of the original parish, erected about 1818, but is now owned by the Methodists. The Congregational Church on Woburn Street was originally the Bethesda Church erected in 1849, but was so radically remodeled in 1887 as to make it a new building. The Baptist Church, also on Woburn Street, dates from 1880, and the Unitarian Church was built in 1871, the latter on Main Street. St. Agnes Catholic Church on Washington Street, was erected in 1880.

Buildings, other than those mentioned, which go to make up the public structures are: the brick Municipal Building on Pleasant Street, erected in 1873; the Union Street School, built 1886, the Prospect Street School, erected 1887; and the High School on the Common.



## SOMERVILLE

**Statistical**—Population (1920), 93,091. Registered voters (1924), 35,303. Valuation of property (1925), \$115,116,241.

First mention in the records of the State, March 3, 1842.

Part of Charlestown. April 30, 1856, bounds between Somerville and Cambridge established and part of each place annexed to the other place. April 29, 1862, bounds between Somerville and Cambridge established and part of each place annexed to the other place. April 14, 1871, Somerville incorporated as a city. April 27, 1871, act of incorporation accepted by the town. May 4, 1891, bounds between Somerville and Boston established. March 16, 1910, bounds between Somerville and Arlington established.

Somerville is in Congressional District 9; Councillor District IV; Senatorial District 3rd Middlesex; Representative District 23rd and 24th Middlesex. State institution in Somerville is an Almshouse. State officials residing in Somerville are: Warren C. Daggett, Republican Senator; William J. Bell, Lyman A. Hodgdon, Walter H. Snow, Emerson J. Coldwell, Hiram N. Dearborn, and Frank A. Teele, all Republican Representatives.

**General**—In 1631, John Winthrop, then Governor of the Massachusetts Colony, was granted 600 acres of what is now Somerville. He called his grant "Ten Hills Farm." For nearly three hundred years this name has clung to his acres and the city which has grown up around it. Somerville may well be called the city of ten hills, for it is the variety of its surface that makes it so attractive. The area of the city is about four square miles, or 2,700 acres. The hills in question have each some characteristic, or was the scene of some event which makes them notable. On Quarry Hill stood an old powder house, where munitions were stored at the time of the Revolution. Forts were built on most of the hills, including Prospect from which General Putnam unfurled his flag, and from which on January 1, 1776, a Union flag of thirteen stripes was flung to the breeze. In 1777, Burgoyne and his soldiers were held prisoners on Winter Hill. Ploughed Hill was the seat of the Ursuline Convent destroyed by a mob in 1834. Central Hill is really a part of Prospect and was connected with it by a rampart in the Revolution. The Somerville City Hall, the Library, and the High School are now located there. Cobble Hill is the home of the Asylum, opened in 1818, being made possible through the gift of \$115,000 by John McLean, to which was added many other gifts and bequests. The Ten Hills Farm of Winthrop passed early into the hands of others. In 1874 the town took sixteen acres of it and made it into a beautiful park on which a half million dollars has been spent.

Somerville was originally a part of the old colony of Charlestown, one of the first of the early settlements. Standish wandered over its hills in 1621, but the first settlement was made but a short time before Winthrop secured his farm. They seem to have located near Town Hill, and used the Somerville fields for cow-pastures. In 1643 ten persons



were given planting grounds on the cow-pasture, and the first road or street in Somerville wound through these "plantings" on its way to Cambridge. This is now Washington Street. The cow-pasture remained such until 1681 and 1685 when it was divided into lots a quarter of a mile wide, and distributed among the residents. Boston was the place to which the inhabitants went to worship until 1632, when the First Church of Charlestown was founded, to which the Cow-Pasture folk went. There was neither church nor school in the Somerville section until years later. The proximity of this section to Boston brought it into close contact with the early events of the Revolution. Through it rode Paul Revere and the retreating British, after the Battle of Lexington, passed through it. Down Washington Street they fled only to be fired on by the people of the district as they neared Prospect Hill. Troops were stationed here during the siege of Boston. But the story of the part played by Somerville in the Revolution is really a part of the histories of Charlestown and of Malden. Following the close of the Revolution came a period of growth. Not only was there an increase in the population, but in the prosperity of the section. Farming, cattle raising, brick making, grist and saw mills, these were the industries that started up and gave a hint of the industrial town and city that was to be. A bleachery, incorporated in 1821, is the only one of these early works that survived to this century. In 1830 the Middlesex Canal was run through the section and promised great things. The first railroad in 1835, put the canal out of commission. This first road was to Lowell, but the Charlestown branch was made a part of it the next year, and soon extended to Fresh Pond.

There was really little in the way of improvement in Somerville until its incorporation in 1842. There was neither church or church organization, and hardly any schools. Roads were impassable, living conditions bad. The section paid taxes but received little benefit from them. Somerville was merely a district of Charlestown where farmers lived, and needs were seldom considered. It was this lack of consideration that led to a separation. There were no natural divisions, so arbitrary lines were drawn, and by the Act of the Legislature passed and signed by the Governor, March 3, 1842, Somerville became a town.

The town, when incorporated, was rather small, having a population of 1,013, two hundred houses, no store or meeting-house, six schools of a sort, one factory. The latter was the Milk Row Bleaching Company already mentioned. The total valuation of Somerville was well under a million. Sixty years later, the population was probably 90,000, and the valuation in 1925, more than \$115,000,000. At this later date there were more than a hundred miles of water-mains and sewers, thirty-five churches and as many schools.



OLD REVOLUTIONARY FORTIFICATIONS, SOMERVILLE



CITY HALL, SOMERVILLE





One of the first moves of the new town in 1842, was to form a religious organization in the community. This was the First Congregational Church, whose actual establishment was not until August 22, 1844. A meeting-house dedicated the next year, burned in 1854, and the edifice that replaced it was also destroyed by fire in 1867, a brick church being built in 1869. The Perkins Street Baptist Church organized only a year after the Congregationalists, May 4, 1845. They also lost their place of worship in 1866 and rebuilt in more permanent material in 1867. The First Orthodox Congregational Society was formed on September 15, 1853, and had the first building burned in 1867. The First Baptist Church was incorporated December 30, 1852. The Free-Will Baptists came from Charlestown to Somerville, October 1, 1874. The Union Baptists organized in 1885. The West Somerville Baptist Church was formed in June, 1874. The Winter Hill Baptist organized, June 27, 1881. The Broadway Congregationalists date from June, 1864; the Day Street, from April, 1874; the Prospect Hill Congregational Church from December of the same year; and the Winter Hill was formed in January, 1883. Two Episcopal churches were organized in 1870: The Emanuel on Central Street, and the St. Thomas on Somerville Avenue. Two Catholic churches were dedicated in the early days of the city: Saint Ann's, September 25, 1881; Saint Joseph's, November 21, 1874. Methodists are represented by many Societies. The First Methodist was established 1856; the Broadway, 1873; the Flint Street, 1868; the Park Avenue, 1880. The Union Square Presbyterian Society was organized September 25, 1887. The First Universalist was founded in 1853, and had their edifice burned in 1860. The Winter Hill Universalist Church was established in 1879; the Third Society, in 1881. These are the churches whose organizations date from more than forty years back; there are now churches for the worship of almost every denomination.

The school question is one that the town has always had to wrestle with, from the beginning, since a growing community always fails to catch up with the needs. The few and poor houses and schools with which Somerville had to start were soon replaced. And, as soon as the elementary schools had been improved, a high school was established in 1851, and a building provided. This was planned to care for 100 pupils, but had only 60 when opened in 1852. This school was soon crowded and another built in 1871, the old building serving for a time as the Town Hall. There are now thirty-five schools in Somerville, not including two Parochial ones, and still there is not a sufficient number to care for the children of school age.

Among the important events in the history of Somerville as a town was the legal formation of the Fire Department in 1850. From the cast off "tub" pump left with the town at its incorporation, to the present

nine fire stations, and all that is best of fire equipment is a long stride in the right direction. There are few cities of its size so well protected. In 1853 the right was given the Charlestown Gas Company to extend its pipes into Somerville, and in the same year the Cambridge Gas Company was given the same privilege. The next year the Somerville Company was formed, and the problem of light has seldom bothered the city since. The population by this time had risen to 3,540. In 1855 the Middlesex Railroad Company built a street railway from the town to Boston; in 1857 the Somerville Horse Railroad Company was formed, so that the town was early provided with transportation to nearby places and about its own streets. All the street railways were combined in the West End Company in 1887, and electricity was introduced as the motive power in 1889. Since 1895, street transportation has been in the hands of the Boston Elevated; connections were made with towns throughout Eastern Massachusetts; and the construction of viaducts and subways have greatly reduced the time needed to get into Boston. Meanwhile, since 1835, Somerville has had direct steam railroad facilities, and its proximity to Boston gives it access to all the transportation systems of the Metropolis.

Somerville's first postoffice was established in 1846, on the corner of Washington and Somerville avenues. In 1859 and in 1860, two others were started but soon abandoned. In 1874 the town became a part of the Boston Postal District.

The Civil War wrought many changes in Somerville, made of it a manufacturing town, and profoundly influenced its growth. During the war 1,085 men enlisted from the town. According to Dr. Booth, in his sketch of the place: "Somerville furnished forty commissioned officers, one thousand and eighty-five men, a surplus of one hundred and forty-seven above the number required. Ninety-eight were killed or died of disease . . . and two hundred and fifty wounded. A marble monument was erected in the cemetery in 1863 in memory of the dead. . . . It was the first soldiers' monument erected in Massachusetts." The necessary expenses of the town were so great as to increase its debt to large proportions. To offset this, a number of concerns had located in it making various articles for the armies and general commerce. The setback of the war was made to inspire the town to greater efforts and growth. It soon was seen that the population was becoming too large to be governed by the town system, so in 1868, two petitions were presented to the General Court for a division of the town. Both were withdrawn. The next year a move was made to join Somerville with Charlestown and Boston. This also failed and the attention of the people was turned toward the securing of a charter as a city. On April 14, 1871, the town became the City of Somerville. In the inaugural address of the first



Mayor, George O. Brastow, delivered January, 1872, he drew attention to certain facts concerning the new city. "The present debt of the town, including water bonds, is \$593,439, the assessed value of public property is \$660,000. . . . In 1842 the taxable property was \$988,513. In 1871, \$15,775,000. The whole amount raised by taxation in 1842 was \$4,750; in 1871, \$260,460. In 1842 there were four schools and four teachers; now there are 52 schools and 65 teachers. The whole amount appropriated for schools in 1842 was \$1,800; in 1871, \$59,400. . . . For a number of years Somerville has ranked number one among the towns and cities of the Commonwealth, judged by the amount appropriated for each scholar." He also made a number of other comparisons of interest. It is well, however, in comparing the figures of his day with those of the present time, to consider that taxation has gone on a different basis as to valuations. One of the first bits of business done by the town was to appoint a committee to prepare organization papers for a free library. This work was done by October, 1872, and the library opened in a room of the City Hall in May, 1873, with 2,386 books. At the present time there are 117,123 volumes in the library, with George Hill Evans as librarian. The beautiful building which houses the library was built in 1884-85, being enlarged and improved several times since then. Through the generosity of Andrew Carnegie a branch library building has been erected in West Somerville.

Trunk sewers from Cambridge through Somerville was one of the important accomplishments of the first administration. In 1874 the first of the parks which are so pleasant a part of the city was secured, sixteen acres of land between Winter Hill and Mount Benedict. Bridges on Washington, Medford, and other streets marked the years 1878-80. The police signal system and electric street lighting was introduced in 1886-87. A water service for the higher parts of the city was established in 1890. In the same year the heirs of Nathan Tufts donated the property with the Old Powder House, and the next year land was secured around it to make a park, opened in 1893. The English High School, several fire stations, more parks and parkways, bridges, extension of the sewers, all these and more made the closing years of the last century notable in the growth of the city. The last quarter of a century, excluding the years of the great war (an account of which is given in another chapter), has seen the continuance of the expansion and improvements of those prior to it. Hospitals have been established and enlarged; there are 15 parks and playgrounds or fields. No city in the east has grown faster, and this seems likely to continue. Had it not become detached from Charlestown, it would now be a part of Boston. And with the latter city it is indissolubly connected, for many of its residents are in business in the Metropolis. Somerville is one of those municipalities whose prox-



imity to Boston seems to destine them to join in making a metropolitan Boston with more than a million inhabitants.

The City of Somerville has preserved what few vestiges remain of Revolutionary days when Boston was undergoing its long siege, by making a beautiful park of what was the headquarters of many of the commanding generals and troops of that day. An observatory dominates the park on which are inscriptions which form one of the best summaries of the men and events of the siege. The inscriptions, provided by the Historical Society of Somerville, read:

"The American Army, under General Putnam, on June 17, 1775, withdrew from Bunker Hill to this height, and here erected the citadel, the strongest work in the besieging line of battle, and which for nine months withstood the British bombardment, June, 1775, to March, 1776."

"Here on July 18, 1775, was raised, amid great rejoicing, the flag to General Israel Putnam and his heroic soldiers, bearing the motto of Connecticut, 'Qui Transtulit Sustinet' and of Massachusetts, 'An appeal to Heaven.' "

"From this eminence, on June 1, 1776, a flag of the united colonies, bearing thirteen stripes and the crosses of St. George and St. Andrew, first bid defiance to a foe."

"The flower of the British Army, prisoners of war, who surrendered at Saratoga, were quartered on this Hill from November 7, 1777, to October 15, 1778, guarded by American troops under General William Heath."

"On this historic Hill, answering their country's call, in 1862 encamped the soldiers of Somerville, whose zeal, patriotism, and fortitude in the Civil War is worthy of highest honor and commemoration."

In the interior of the tower are these inscriptions:

"Prospect Hill Park, constructed in 1902. Observation tower built 1903, Mayor Edward Glines."

"This tower and park were dedicated October 29, 1903."

Immediately after the battle of Bunker Hill, the Americans began to erect works on Prospect Hill, a very commanding height above Charlestown and Cambridge. Among the troops encamped at the foot of the Hill was Colonel Woodbridge's regiment of Cambridge. A direct descendant of the Colonel still resides in North Cambridge, and a street has been named for him.

It was often referred to by the soldiers as "Mount Pisgah." Here was the citadel, the most formidable work on the American line during the siege of Boston, in 1775-1776.

After the battle of Lexington, and as the minute-men, following the defeated British troops, chased them through Somerville, General William Heath took command of the Americans, and ordered a guard mount

to be formed and posted at the foot of the Hill. This was the first guard mount of the Revolution.

Rev. William Emerson, the father of Ralph Waldo Emerson, was chaplain in the American Army.

December 31, 1775, General Greene, who commanded the troops on Prospect Hill, wrote the following:

"We have suffered prodigiously for want of wood. Many regiments have been obliged to eat their provisions nearly raw for lack of fuel to cook them, and many more have suffered extremely from the terrible cold."

When the new flag was unfurled on the fort, instead of having stars, as now, it had the crosses of St. George and St. Andrew; but a year later the stars were added and the crosses were removed.

Formerly, a fine spring of water issued from the side of this hill, and that was one reason that the soldiers encamped at the base.

Company E, of the 39th Massachusetts Infantry, camped here before going to the front, and were mustered into the United States service August 12, 1861, and then moved forward to Washington in the following September.

### STONEHAM

**Statistical**—Population in (1920), 7,873. Registered voters (1924), 3,972. Valuation of property (1925), \$10,931,340.

First mention in the records of the State, December 17, 1725 (Old Style).

Part of Charlestown. December 21,\* 1734, part of Malden annexed. December 21,\* 1734, part of Reading annexed. April 5,\* 1751, bounds between Stoneham and Reading established. March 15, 1853, part annexed to Melrose. April 5, 1856, part annexed to South Reading. March 13, 1889, part annexed to Wakefield. March 27, 1895, bounds between Stoneham and Melrose located and defined. April 20, 1895, part of Woburn annexed to Stoneham.

Stoneham is in Congressional District 8; Councillor District VI; Senatorial District 6th Middlesex; Representative District 18th Middlesex. State institution in Stoneham is an Almshouse.

**General**—Set up as a town December 17, 1725, the town of Stoneham has been one of the pleasantest of the rural divisions of Middlesex. Until this century, farming had been the principal industry, although tanning was started nearly a hundred years ago, and became a very important business, particularly when allied industries located here. In more recent years the notable beauty, and proximity to Boston of less than ten miles, has brought about the selection of some of its finest sections for estates and homes. Spot Pond, a lovely sheet of water; Bear Hill, with its wide views, are both in the southern part of the town, and are two of the finest features of the famous Middlesex Fells district.

Stoneham is a part of one of the choicest areas of Middlesex, being



bounded on the north by Reading; on the east by Wakefield and Melrose; on the south by Medford and Malden; on the west by Winchester and Woburn. Only the lack of direct connection with the Metropolis by rail for many years, has delayed its development as one of the large suburbs of Boston.

The history of the town as far as the white man is concerned, goes back to 1632 when Governor Winthrop, with others, visited it. On February 7, he saw for the first time the "very great pond" which was called Spot Pond because of the islands in it; and went on to "a very high rock, beneath which, to the north, a goodly plain partly open land and partly woods." When the town of Charlestown began to feel growing pains, and to reach out for more room, this goodly plain was one of the areas taken into that rather small section. As this was in 1629, it follows that Stoneham was a part of Charlestown for nearly a century. It was only a small part of a wide territory from which Woburn, including Burlington, was set off in 1642; Malden including Melrose in 1649; and Stoneham in 1725. Parts of half a dozen other towns were included. Woburn was known as Charlestown Village; Stoneham was first called Charlestown End. Reading (Wakefield) preceded it in settlement in 1639, and established a church. This led to pioneers locating in the Charlestown End region, for in that day neighbors meant safety and religion. Just when the first man began his clearing for a farm and home is not known; the first record is of March, 1678, and by then six had already made their abode there. Ten years later there were but three or four more inhabitants of the region, and the whole growth of the town was slow until after its incorporation. A saw mill was built by John Gould before 1708, and a grist mill even earlier. Near the outlet of Spot Pond there was another mill built in the first years of the eighteenth century. There was even a schoolhouse in the easterly part of the town prior to the setting up of Stoneham, but it evidently received little support and had few pupils. By 1725 the town had sixty-five who were taxed by Charlestown, and for it received no benefit from it. In fact Reading was increased because the people paid money to the home town, and used the Reading church without pay. These and other considerations led to the sending of a petition to the General Court for a separate organization as a town, so that they could have their own meeting-house and preacher. This was granted in 1725, and steps were taken at the first town meeting for the erection of a place of worship and a minister to serve them. The building was put up in the eastern part of Stoneham, not far from the schoolhouse; size thirty-six by forty, with galleries on three sides. It was not completed until 1729. To this meeting-house were the roads cut, and along the roads were most of the farms located.



In 1729 Reverend James Osgood became the pastor, being ordained on September 10, remaining until 1746.

Indian difficulties, seldom serious; rules and regulations of the municipal life; the raising of crops, and the trying to do business on a depreciating currency, occupied the town until the Revolution. The population was not large, not over two or three hundred, when conflict swept through the land. But it had its company of minute-men who arrived at Lexington on the memorable 19th of April, in time to hasten the retreat of the British soldiers. "Her sons were with Montgomery at Quebec. They witnessed the surrender of Burgoyne at Saratoga; were at Rhode Island; in camp on Winter Hill; and formed a part of the Continental Army on the Hudson." Names of nearly a hundred of Stoneham's citizens are mentioned among those known to have been in the Colonial armies. The town was constantly raising sums for the pay of the soldiers and supplies for their needs. In 1778 the condition of the town may be understood from the fact that the ratable polls were 87, dwelling houses 75; 656 acres comprised the tilled and orcharded lands; the rest being meadows and woodland.

There was no minister during the war. Not until 1786 was there any attempt to build new highways, when four highway districts were formed. One interesting organization deserves to be recalled, the Stoneham Circulating Library of 1702, which was the literary center of the town until just before the Revolution upset conditions. The present Stoneham Free Library, with its 14,000 volumes, is a more or less direct descendant of this very early library, although not established until 1859. In 1793, the ancient school building was demolished and replaced by a new one twenty feet square. An "almshouse" was decided upon in 1798, but not built until 1805; a "poor-farm" was bought in 1826. In 1802 a new meeting-house was voted for, and was ready for dedication in the next year. This house was burned in 1840 and rebuilt almost immediately. The year 1826 saw the erection of a two-story schoolhouse, for the dual purpose of having a central place for teaching, and a town hall. This year marked the separation of church and town, it being the last year that the town gave any part of the minister's salary. It also marked the split in the church which was duplicated in most of the towns of Massachusetts. One different result was the forming of a Universalist Church Society. The Congregationalists retained the original church. In 1840 there was a church building period. The Congregationalists rebuilt their burned edifice; the Universalists built for themselves a home, subsequently (1868) sold to the Catholics. In this latter year, the Unitarians and Universalists joined forces and built what was named the Union Church. Methodists started in Stoneham in 1856, laying the foundation for a meeting-house in 1868. The Baptists organized in 1870,

built a chapel, and in 1892 a church in the south part of the town. The Catholics outgrew the house purchased and erected their present fine house of worship in 1888. The first fire engine was bought in 1834, the first town hall was moved to the center of the Village of Stoneham in 1833. In 1847 another house for the exclusive use of the town was erected. Education had begun to be a real problem in 1836, the town was divided into six districts, and plans laid for schoolhouses to be built in each. A high school was established in 1856, and during the few years previous the little old red schoolhouses had, for the most part, been replaced by more modern structures.

It is well to remember that Stoneham, until nearly the middle of the last century, had been strictly a farming community. Little growth had been made; in 1837, the population was less than nine hundred. Manufacturing on a very small scale had come in, shoe-making in particular being the business of a number. In fact shoe-making was a trade rather than a manufacturing proposition. But by 1840 small factories began to appear. The William Tidd Tannery was started about this time. The Civil War greatly enlarged the demand for shoes; which demand Stoneham did its share of meeting. From this 1840-50 manufacturing period dates the real start of Stoneham, then more than a century old. The Rebellion took an unusual number of men from the town, and set it back radically in the matter of a town debt. By 1862, Stoneham had furnished more than 269 men, and the town is credited with sending more than 500 before the war ended. Thirty gave their lives in the service. The expenses of the town were heavy; their contributions and payments to soldiers and their families large. Only the growth of its industries enabled it to make a quick recovery. The Stoneham Branch Railroad was put through in 1861, and a street railway had been built one year prior. For a time Stoneham had the greatest percentage increase of population in the county towns with the exception of Cambridge and Somerville. Leather was the basis of prosperity, and conditions held until the seventies. Most of the old firms have gone out of business; the factories of today cover a wide diversity of products.

### WAKEFIELD

**Statistical**—Population (1920), 13,025. Registered voters (1924), 5,581. Valuation of property (1925), \$22,134,701.

First mention in the records of the State, February 25, 1868.

Name changed from South Reading. June 30, 1868, the act took effect. April 2, 1870, bounds between Wakefield and Lynnfield established. March 13, 1889, part of Stoneham annexed. March 9, 1906, bounds between Wakefield and Melrose changed and established.

Wakefield is in Congressional District 8; Councillor District IV; Senatorial District 6th Middlesex; Representative District 19th Middlesex. State institution





UPPER MAIN STREET, WAKEFIELD



PUBLIC LIBRARY, WALTHAM





in Wakefield is the Almshouse. State official residing in Wakefield is Maynard E. S. Clemons, Republican Representative.

**General**—The visitor who has once seen the wonderful natural location of the municipality known as Wakefield understands why it is such a progressive, busy, homey place, and why it has a history that is memorable. Only ten miles from Boston, beautiful lakes with fertile shores, hills that command a wide view, sufficient water power for primitive needs, it is not surprising that it was settled as early as 1639, and that it became one of the best of the Puritan districts. The region belonged to the Saugus Indians, whose chief lived where the city of Lynn now is. This land was not conveyed by the aborigines to the whites until 1686, the consideration being ten pounds, sixteen shillings. But white pioneers had already located homes on it, doing so under a grant given by the Colony Court to Lynn, of "four miles square at the head of their bounds" if "the petitioners shall within two years make good proceeding in planting, so it may become a village" and "which in due time have a church there." This grant was called Lynn Village, which in 1644, was incorporated as the town of "Redding." The town as incorporated included what is now Wakefield and Reading, but the first settlements were around the lakes and their adjacent highlands, now in Wakefield. The section has always retained the lead taken at that early day. A meeting-house was erected as the first public work of the new colony, a small place, but which served until 1688. It was sold for a frame for a "watch-house" and twenty-five shillings. The dignified Congregational church that today graces the same locale as the first was built in 1890. The church society was organized in 1644 and was the twenty-fourth to be founded in Massachusetts; the sole church of Wakefield until 1800.

In 1644 was the first military company formed, commanded by Richard Walker, a noted Indian fighter. This company was not disbanded until 1840, being one of the oldest in the Commonwealth. While the district had few Indian troubles, its company went promptly to the help of other towns. In the French War, men from Wakefield were at the capture of Louisburg, and with Wolfe at Quebec. Companies of minute-men had been organized and drilled when trouble with the mother country was brewing. They were at Lexington, at Saratoga, at Valley Forge. Altogether Wakefield sent more than 400 men into the Colonial Armies, and never were there fewer than a hundred of her citizens under arms.

Reading was made up of three parishes at one time. The Second was what is now North Reading, and was made from a section added by grant to the original acres of the town in 1651. It became the North Precinct in 1713. The northwestern part of Reading was rather late in being settled or becoming strong enough to support a minister, this latter being a prerequisite to a separate organization. It was known as

Wood End, and became the West or Third Parish in 1769, now Reading. The South Parish or First, became the town of South Reading in 1812, when political difficulties growing out of the impending war with England caused the West and South to separate. South Reading began its new career with a population of 800, a land valuation of \$100,000, having perhaps 250 houses spread over its area. It seems to have taken a new lease on life with the incorporation, for in thirty years it had doubled in both population and valuation. The year 1844 was notable for two things. First the people of the three towns which had been a part of the original "Redding" buried the hatchet and had a grand celebration of the bi-centennial anniversary of the incorporation of the mother town. Second, the Boston and Maine Railroad laid its tracks through the town, and the old-time stage was a thing of the past. Fifty years later, Wakefield had electric connections with its neighbors; two decades more, and the motor car and bus had joined it even closer to the outside world. Manufacturing followed the railroad; the town developed rapidly. Gas was introduced for lighting the streets in 1860 by the same company that strung wires for using electricity for this purpose in 1892. A fire engine had been used by the town as early as 1810, which served the community well for a quarter century. In 1852, a powerful engine known as the "Yale" was purchased, and the Fire Department of Wakefield may be said to have been born at this time. Of the famous "Yale," it once was written:

A suction tub—four streams 'twill play  
From orifices in it;  
High in the air 'twill throw its spray,  
Four hogheads in a minute.

Wakefield claims the distinction of being the first town in the Commonwealth to completely motorize its fire department. This is now housed in the brick central station just off Main Street, at Mechanic and Crescent streets. An extra fire truck is located in Greenwood. The town is completely equipped with the best of alarm and signal systems.

Schooling had been well looked after by the pioneers, there being a known free school in 1690, and probably teaching before this. When the first schoolhouse was erected is not recorded, but we read of a consideration of its removal in 1717. It stood upon what is now the public park. A high school was founded in 1845. Prior to this, from 1829, higher education had been provided by the South Reading Academy, a Baptist institution. It did a good work for many years, closing in 1845, the building being purchased by the town for a high school in 1847. Another of the older seats of learning was the Greenwood Seminary, started in Greenwood Village in 1855, which lasted for a decade. The population of the town had made a very steady increase since its



founding as South Reading, until in 1860 it had increased from the 800 of 1812, to 3,207; the valuation growing from the \$100,000 to \$1,861,319.

The Civil War called many of the citizens to arms, and the town to sacrifice and losses. The Richardson Light Guard, the crack company which organized in 1851, had followed in the footsteps of the famous corps formed in 1644, went at once to the service of the Government. On the doubly memorable 19th of April, came its marching orders. Other companies followed at the repeated call of the President. Altogether there were 505 men who went from the town into the armies and navy of the Union. Sixty gave their lives. A room was later fitted up in the Town Hall as a memorial to the heroic dead and still later a more enduring memorial was erected; the Soldiers' Monument, dedicated on June 17, 1902. This was the gift of Harriet N. Flint, and cost \$10,000.

"The year succeeding the war was a period of remarkable growth and progress. All the industries flourished, people flocked into the town, real estate advanced in price, graceful dwellings and business structures rose on every hand. The population in 1865 was 3,245; in 1875, 5,349. The valuation in 1865, \$1,178,786; in 1875, \$4,706,056." In the interim the town chose a new name. As early as 1846 an effort had been made in this direction and the name Winthrop received the majority vote. A petition to the Legislature was sent, but for some reason later was withdrawn, and the town failed in having a different title. In 1868, the matter again was agitated, and on July 1 of that year the town was authorized to take unto itself the name Wakefield. A celebration followed on the Fourth. Cyrus Wakefield, a descendant of one of the older families of the section, promised to build and give the place a new Town Hall, which was done and the Hall dedicated on February 22, 1871. In 1872 a company was incorporated with the purpose of supplying Wakefield with water from Quannapowitt and Crystal lakes. This company, the name changed to the Wakefield Water Company, failed in its intentions until 1883, when Lake Crystal was tapped for a supply, which has since been the source of supply.

The history of the town can hardly be carried further chronologically with any degree of clarity. The steps taken by the town in different years have been small and only in the aggregate can their importance be estimated. The origins of the schools have been mentioned; the later story is one of increasing number and efficiency. In 1922 there were more school children than there were people in 1860, over 3,000. These were cared for in ten schools, eight of which were brick structures. A hundred teachers were employed. More than \$200,000 is spent to maintain the educational system. Recently the new half-million dollar High School was opened.

"The history of the public library of Wakefield covers a period of

seventy years. During this time it has had three homes and three different names." In 1856 the Town Library of South Reading was opened. It was, in a way, the successor to several circulating libraries, and the Social Library which probably dates back to the beginning of the last century. In 1868, when a Town Hall was presented to the town by Cyrus Wakefield, a room was provided for the library. Mr. Lucius Beebe, who had been interested in the library since the beginning, gave, in this same year, \$500 to be used for the "general purposes of the institution." With the acceptance of the gift the name was changed to that of "The Beebe Public Library of Wakefield." In 1900 the library had almost outgrown its home. In October, 1904, a branch library was opened in Greenwood. During the World War the library handled the war need for books. Wakefield gave \$763 to the fund, and 180 books; 700 more were given before the conflict was over. In 1919 the town completed a drive to secure the site for a new building. Mr. Junius Beebe, son of Lucius Beebe, made a Christmas gift of \$60,000 for a library to be erected in memory of his father and mother. Altogether Mr. Beebe and his family gave a total of \$200,000. On April 15, 1923, the beautiful town library was dedicated, and to it was given the third name of the institution: "The Lucius Beebe Memorial Library." A feature of the intellectual life allied with the library is the Sweetser Lecture Course, endowed by Mr. Sweetser, who established the fund going by his name in 1886.

One of the churches, the first, has already been dealt with. Of the older religious societies other than this, the Baptists rank next in age. The Baptist Society was established in 1797, building its first meeting-house in 1800. In 1835 this building was burned and a new one erected on the corner of Main and Lafayette streets. The Universalist Church was organized in 1813, but had no settled minister until 1833, and a place of worship until 1839. The Catholics built their first church in 1854, another in 1871, and in 1889 were compelled to enlarge this to accommodate the growing parish. The Methodist denomination was first represented by a church in 1865. They worshipped in different halls until 1874, when a large edifice was built. The Emmanuel Society dates from 1869, building a meeting-house in 1881. The First Congregational Church of Greenwood was organized in 1873 and built in 1886. There are now eleven thriving churches in Wakefield, those not mentioned being formed within recent years.

"Wakefield is fortunate in foresight displayed by a previous generation, when the Common Park and Lake side were set aside for public use. These reservations, with Hart's Hill and the land around Crystal Lake, are the fine beginnings of a park system." Wakefield's park system, so it is claimed, is one of the largest in New England and prob-



ably the largest in a community of Wakefield's size. Plans for its improvement are under way under the direction of the Planning Board. The new High School Field and the Park are wonderful play areas. The dominating features of the landscape are the two beautiful lakes. "Lake Quannapowitt," bordering on the main park system, extends northward for a mile to the boundary line of Reading. It contains 264 acres and is a popular fishing, canoeing and yachting resort. On its western shore is Lakeside Cemetery, one of the most beautiful in Massachusetts. On the eastern side, Main Street follows closely to the shore line the entire length of the lake. Crystal Lake is a deep basin a half mile south of the center of the town, and is the municipal water supply. It covers 64 acres. The Hart's Hill Park Reservation, near its east shore, is a steep, rugged elevation surmounted by a State forest fire watch tower, from which is to be had a beautiful panorama of the lake, the town, and the country for a distance of 100 miles. At the foot of the hill is one of the town's public recreation grounds.

Greenwood, to the south, bordering on Melrose, and Montrose, to the east and bordering on Lynnfield, are attractive "suburbs" of Wakefield.

Wakefield Park, on the commanding elevation on the West Side of Wakefield, is an exceptionally attractive residential section of modern homes and estates and has within its borders the residences of prominent Wakefield and Boston leaders in the business and professional world. This district has a rival in the Lakeside section, smaller in area and number of dwellings, but having among its residents citizens of note and the added advantage of proximity to Lake Quannapowitt.

Woodville is a smaller community in the southeasterly section, which, although not large, has been experiencing growth in recent years. It has a new brick grammar schoolhouse, opened in the fall of 1920.

Castle Rock is a precipitous cliff in the extreme southeasterly section near the Saugus and Melrose boundary lines. It is partly owned by the town and is much frequented by trampers because of the excellent view from the summit. East of this eminence is a large reservation of nearly 1,000 acres. ("Wakefield Blue Book" by the Wakefield "Item.")

With so wonderful a location, and proximity to Boston, the tendency in recent years has been towards the development of a residential town rather than an industrial. In all parts of the place, and particularly in Wakefield Park and the Lakeside sections, are many fine homes and country estates. The estates of Charles N. Winship and Miss Elizabeth Boit, of the Harvard Knitting Mills, and Harry I. Thayer, all in Wakefield Park; and of Arthur G. Walton, and Junius Beebe, both at Lakeside, are among the largest in the northern suburbs of Boston. These are but a few out of the largely increasing number of the more palatial.

Wakefield is not lacking in industries, some of which date from nearly



a century back. But the town is unique in being able to have both the industrial and residential without the one marring the practical of one, or the beauty of the other.

The first industry of the town was shoe-making, Jonas Eaton being given "the privilege of wood and herbage on a tract of land on the condition that he remained in town and followed the trade of shoe-making." In 1805 Captain Thomas Emerson started in the shoe business, in which he was later joined by his son (1837). This became the largest factory of its kind in Wakefield. Later other firms were established, among which was the L. B. Evans' Sons, which still have one of the largest factory buildings in the town. At one time the concern employed 300 men. In the early days there was a corn mill on the little stream which flowed from Crystal Lake. This was built by John Pool in 1644 and was the first in the whole region. Here Cyrus Wakefield, Sr., started the cane and rattan business in 1856. One of his first ventures was the making of the reeds used in hoop-skirts, later turning his attention to the making of chair seats and rattan furniture. The raw material came from India, and he became the most prominent of the dealers in rattan in this country. Just before his death in 1873 he formed the Wakefield Rattan Company. In 1881 fire destroyed the principal buildings of the plant, but these were soon replaced by even better ones. The concern is now the Heywood-Wakefield Company. The plant covers eleven acres, the largest in Wakefield, employing about 1,000 hands; and there are larger plants in Gardner, Massachusetts, and Chicago, Illinois. Reed furniture, baby carriages, car seats, mats and other articles with their by-products are made and shipped all over the globe. The Jordan-Wakefield, a smaller concern making reed furniture, was founded in 1882. In 1854, Blanchard, Tarbell & Company organized the Boston and Maine Foundry, which became an important addition to the industries of the town. In 1879, the foundry was sold to the Smith and Anthony Stove Company. While stoves are no longer an export of Wakefield, the foundry business has several successors in the Gibby Foundry Company and others. The Henry F. Miller Piano Company, still in business, was established in 1863 by Henry F. Miller. The firm made a specialty of grand pianos which became noted all over the country, and were much sought by artistes. The manufacturing end of the business was brought to Wakefield in 1882, and is now located near Wakefield Square. In 1890 there came to the town from Cambridge, what was destined to rank as the second largest industry in Wakefield. This was the Harvard Knitting Mills. It started in a very small way on the third floor of the Wakefield Block, and was owned by Charles N. Winship and Miss Elizabeth E. Boit, both of whom retain active oversight of the works. The concern began making men's sox, and branched out into the manufacture

of ladies' underwear. Thirty-eight girls were employed and the value of the goods amounted to \$20,000 a year. Today the plant is one of the best of its kind; employment is given to 800; and their brands, "Merode," "Harvard," and others are among the best known in America. According to a summary of the industrial situation made in 1922 by Harris M. Dolbeare, publisher of the "Wakefield Daily Item": Wakefield manufactures in its seventeen plants a large variety of products, largely useful in character, many of which are nationally and internationally known. Among these products are: Reed, willow and rattan furniture, baby carriages, mats, car seats, pianos, men and women's underwear, shoes, paper boxes, sanitary supplies, screens and doors, iron castings, sweaters, steel specialties, lead and tin-lined pipe, chemicals, ice cream, tools and machine-shop products, newspapers, and job printing. Wakefield's industries and the average number of employees in normal times are: Heywood-Wakefield Company, 1,000; Harvard Knitting Mills (Winship, Boit & Company), 800; L. B. Evans' Sons Company, shoes, 280; A. G. Spaulding & Brothers, athletic garments, 100; Lead-Lined Iron Pipe Company, 60; Morrison-Skinner Company, screens and doors, 30; Belcher Machine Company, 40; American Reed and Willow Company, 100; Henry F. Miller & Sons Piano Company, 75; Gibby Foundry Company, iron castings, 90; Sanitas Manufacturing Company, sanitary supplies, 25; Jordan-Wakefield Company, reed furniture, 25; Wakefield Paper Box Company, 100; Middlesex Knitting Company, sweaters and knit garments, 35; Steel Specialties Company, 3; Industrial Chemical Company, 6; Wakefield "Daily Item" and Item Press, 15.

### WALTHAM

**Statistical**—Population (1920), 30,915. Registered voters (1924), 12,191. Valuation of property (1925), \$56,311,341.

First mention in the records of the State, January 4, 1738 (Old Style).

Part of Watertown. June 4, 1755, part of Cambridge annexed. June 25, 1766, bounds between Waltham and Weston established. April 16, 1849, part of Newton annexed. March 18, 1859, part included in the new town of Belmont. June 2, 1884, Waltham incorporated as a city. July 16, 1884, act of incorporation accepted by the town. April 4, 1895, bounds between Waltham and Lexington located and defined.

Waltham is in Congressional District 13; Councillor District VI; Senatorial District 5th Middlesex; Representative District 5th Middlesex. State institutions in Waltham are the Massachusetts School for Feeble Minded, and the Almshouse. State officials residing in Waltham are George C. Moyer, Senator, Republican; and Albert W. Bullock and Arthur A. Hansen, both Republican Representatives.

**General**—The early history of Waltham is so inherently a part of the pioneer story of Watertown, that the most of it cannot be separated from that of the mother town. Watertown was one of the first settle-



ments in the Massachusetts Colony, the fourth to be incorporated, and in 1636 the most populous. It was in fact, so crowded that many of its citizens moved into other localities. The first known visit to the locality by Europeans was in May 30, 1630, when a party went up the Charles River. In June of the same year Richard Saltonstall established a colony which was named Watertown, although the title was not officially bestowed until September 7th by the Court of Assistants.

The first recorded exploration of what is now Waltham did not occur until January 27, 1632, when Governor Winthrop and companions "went up the Charles River about eight miles above Watertown, probably with the purpose of laying out a road." In his journal the Governor comments "that this is probably as far out as the road would ever be built." It so happened that this rough trail became the main highway to New York, known as the Boston Post Road, and, in these modern times, its end is somewhere just this side of the Pacific Ocean. Many of the names given to prominent features of the landscape by Winthrop have been retained to this day.

The advantages and natural beauties of the Waltham location were such as to draw many settlers to it, even in those early times when land was plentiful, and the dangers of an isolated situation, great. It had the rugged features of this part of the State, heavily forested, but with many a vale of partly-cleared land in which the Indian had planted his crops. The Charles River wound through the southeasterly corner, the land surrounding it forming a natural amphitheater in which the denser part of the present population of the city is located. Near the center of the township is Prospect Hill, 482 feet above sea level, one of the loftiest eminences in the vicinity. From few hills of so low an altitude can so wonderful a prospect be seen.

It was not natural beauty of scenery that the pioneer sought. He wanted land; land that would give him food and clothing. There were fertile plains, one of which was called in the early records, "Eden Vale," protected on the northwest by the Prospect Hill elevations. There were soils of a heavier character near the summits of the higher lands in the north area. In fact there was, and is, very little unusable land in the town. It is a curious fact that it was not upon the plains and level sections, with their light and readily tillable soils, that the first comers settled, but upon the hills, particularly those of the northern part. And it was in this section that the wealth and power of the early Waltham were centered. The first grant of land was made, however, to a John Oldham, five hundred acres, in the southwestern part of the town, but no account is given of his ever having settled on it.

The development of the wide area called Watertown was increasingly towards the west. As was usual the church was the dominant feature,





CITY HALL, WALTHAM



PHILLIPS HIGH AND FRANCIS SCHOOL, WATERTOWN



not only of the landscape but of the political situation. Military necessity demanded some sort of civil divisions for its successful handling. Hence Watertown was early divided into three districts, Eastern, Middle, and Western. In 1713 the western section was set off as the town of Weston, and the middle district now became the Western by name. Meanwhile, in 1692, a town meeting had made a compromise ruling in regard to the location of a church. This was ordered located just east of the present Waltham and suited neither the Middle nor Eastern Precincts. (It is worthy of note that this new church, whose first pastor was Rev. Samuel Angier, subsequently became the First Church of Waltham.) Disputes growing out of the disposition of this new church led eventually to the separation of the Middle District (known as the Western after 1713) from Watertown.

On January 15, 1738, the town of Waltham was incorporated. Why, or by whom this name was chosen, is unknown. Certainly the title was appropriate, for the word is a compound of two Saxon words meaning a forest home. The first official act of the new township was the election of officers, with the following ones chosen:

Moderator: Deacon Thomas Livermore.

Selectmen: Deacon William Brown, Deacon Thomas Livermore, Mr. Daniel Benjamin, Mr. Joseph Pierce, Lieutenant Thomas Bigelow.

Town Clerk and Treasurer: Samuel Livermore.

Constable: Mr. Joseph Hastings.

Assessors: George Lawrence, John Cutting, John Chadwick.

Sealer of Leather: Mr. Joseph Stratton.

Fence Viewers: John Ball, Jr., Joseph Hagar.

Surveyors of the Highways: John Ball ye 3rd, John Viels.

Tytheing-men: Isaac Pierce, Theophilis Mansfield.

Hogreves: Josiah Harrington, Elnathan Whitney.

At the time of its organization, a century after discovery, Waltham had a population of not more than five hundred. Its interests were agricultural, and remained so for another half century. The boundaries were much the same as at present, except that in 1849 it took in part of Newtown on the south side of the Charles River, and in 1859 lost some of its northeast territory to the new town of Belmont, the total area of Waltham being about 8,900 acres. There were no streets, not even any village center. Even its single church was isolated. Taverns in plenty seem to have been its main public feature, and this because the Sudbury highway was one of the busiest of thoroughfares to New York and the interior settlements of the colony. Waltham was then, or soon after became, much what it is now, a natural center towards which the roads from every direction came. As early as 1826 it had a daily stage to Bos-



ton, the forerunner of the railroads, electric lines and motor buses that now give the city easy and quick transportation to Boston, and all parts of New England.

The outbreak of the Revolution found the section relatively well prepared. The British attack on Lexington was at first expected to be aimed at Waltham because of its location on the direct route to Worcester. Perhaps this accounts for the absence of any record of Waltham men at the first battle. It was no Tory town, however, for in the muster-roll of the Waltham Company, the names of 12 officers and 109 privates were of those on duty during the three days of the Lexington-Concord "fite," marching 28 miles during the engagements. This was more than half of the total male population. Waltham's part in the years of war that followed was great and her record one to be envied. But it suffered the loss of population and possessions that greatly retarded its growth as a town.

The first event that gave an impetus to its expansion, and in a measure changed the character of the section from one purely agricultural to that of industrial, was the establishment of a large (for the time) cotton cloth mill in 1813. Hitherto Waltham possessed but few little water-driven mills, making paper and using wool. One of these belonging to Governor Gore was purchased by the Boston Manufacturing Company, a newly formed organization under the leadership of Francis C. Lowell, in 1813. A new mill replaced the old one, a building of five stories and ninety feet long running 3,000 spindles, cotton goods similar to those then imported from India being manufactured. In 1818, a new mill was erected, increasing the production to 25,000 yards a week.

This Boston company was the one responsible for awakening the farm town up to its greater possibilities as an industrial center. Other companies were formed. A chemical works started in 1819 employed a number of hands until it was closed in 1872. In 1825, Zenas Parmenter began the manufacture of crayons and chalks. In 1843, the Fitchburg Railroad was built to Waltham, and ten years later the Watertown branch of the same railroad was extended into the industrial village. In 1849, the town added a bit of territory across the river that had been a part, and a rather valueless part, of Newton. It was little more than a rough piece of poor farming land, but it soon developed with the rapidity of a Florida boom section.

This sudden expansion was due to the coming of another industry which has been the greatest factor in making the name of Waltham known "round the world." Under the direction of Aaron L. Dennison, who believed that watch parts could be constructed by machinery sufficiently accurate as to be interchangeable, he managed to get backing enough to try out his plan for the making of watches. A factory was built

for him in Roxbury in 1850. After a few years in that place a search was made for a better location. The south bank of the Charles River, about three quarters of a mile from the heart of the village of Waltham, was the site of the next factory. There were the usual ups and downs in the development of the industry, which really did not arrive at a firm basis until 1858. In this year a consolidation of the Appleton with the Waltham Improvement Companies was brought about, and the American Waltham Watch Company was the legal name given the next year to the re-organization.

A complete story of the company is to be found elsewhere in this work. Its mention here is merely to indicate the change, and one of the causes of it, in the character of Waltham. The first bank was established in 1836, and a savings bank in 1853. A fire company was formed, which purchased its first engine in 1829. The Fire Department dates from 1844; the first steam engine was added in 1871. Lights were placed in the streets in 1852. They were of the oil-burning type, but a gas company introduced a better material, which company also introduced electric lights in 1886. Plans were made in 1873 to take water from the Charles River for the use of the town. In excavating for filtering basins, springs were discovered with flow ample for the needs of the village. The present water supply is derived from driven wells. If need arose, it could tap the mains of the metropolitan system, which now passes through Waltham.

Modern Waltham is essentially an industrial city, but is not dependent on any one industry. While known as the "Watch City," because of the length of time that industry has been a large factor in the prosperity of the place, and because the Waltham Watch Company is one of the greatest makers of watches in the world, Waltham has now over one hundred industrial plants. Cotton goods have been in the lead since the Boston Manufacturing Company opened the first cotton mill in this country, doing both the weaving and spinning under one roof. But the city makes many kinds of paper, fibre products, machinery of many kinds, including steel tools of the finer sorts; worsteds is another product manufactured in quantity, and there are many firms making other articles.

One of the oldest bleacheries has been in business here since 1820, receiving materials from all over the United States. It has a capacity (1925) of 25 tons a day and employs 275 workers. The B. C. Ames Company is known wherever dial micrometer gauges are used. The Waltham Foundry, established in 1870, is now largely engaged in the making of hoisting machinery, high test valve work and machine tool castings. The Waltham Machine Works designs and builds much of the machinery used in match factories. In a new industrial section of the



city, known as Roberts Station, is the great plant of the Judson I. Thomson Manufacturing Company. More than five hundred hands are employed, and rivets of all kinds, for all uses, with the machinery to set them, is the main product. In this same section is the plant of the Potter Press, specializing on the making of salesbooks, loose-leaf ledgers, binder and related lines. About two hundred men and women are employed and the capacity of the company is one million salesbooks a month.

Massachusetts is said to lead the world in the manufacture of abrasives, largely because of two great plants, one at Worcester, the other at Waltham. The Waltham Grinding Wheel Company, founded in 1880, is a pioneer in the grinding wheel field. Besides the regular vitrifying and silicate process wheels, the company invented an elastic process which is used largely wherever fine buffing and polishing is done.

The banks of the city have been one of the strongest elements in the progress of both industrial and residential and mercantile development of Waltham. The Waltham, whose founding in 1836 has already been noted, lacks but a decade of a century of service. With the other commercial bank, the total combined capital and surplus is more than \$1,000,000, with deposits to the amount of \$12,000,000. The Waltham Trust Company, organized in 1903, has a capital of \$600,000, with deposits of \$6,600,000. It in 1926 was not only making a rapid growth, maintaining two offices, but had extended its activities to several nearby towns. The Waltham Savings Bank, dating from 1853, had in 1925 deposits of nearly \$8,000,000 and almost 15,000 depositors. Nearly one half of the people in the city have a savings account in this famous institution. The Waltham Co-operative Bank has total assets of \$6,000,000, with 66,000 shares outstanding. Probably a thousand homes owe their existence to this organization, or one-seventh of the whole number of dwellings in Waltham.

The store section of the city is surprising in its completeness, the variety of stock, and the prices. Its proximity to Boston, instead of forcing it to enter the mercantile trade on those things of immediate demand and service, has rather brought about a breadth of service and stock. Because of the lower rents of the stores, the accessibility of the business center, the cleverness of its merchants, it competes with its larger neighbor to the advantage of its own residents.

The history of Waltham as separate from Watertown grew out of a desire of the former town to have a more convenient place to go to church. A building was ordered by the town to be built in Waltham in 1715, but never was. When the town was incorporated, the religious were worshipping in a meeting place near the former Lyman estate. The first Episcopal Church to be organized was Christ Church in 1848. A Methodist Church was founded in 1820, but had no building of their



own until 1838. Trinity Congregational Church was also organized in 1820, but were able to build themselves a house the next year, January 16, 1821. A Catholic Society was instituted in 1830, and soon after built for themselves a wooden structure that was used until it was burned in 1848. Baptists formed their society on November 4, 1852, building their house of worship in 1853. In the spring of 1837 the Universalists organized.

In 1925 Waltham had eighteen church edifices. There were two Catholic parishes for the English speaking and a French and Italian parish for these nationalities. There were two Methodist, two Episcopal, and one each of the Unitarian, Universalist, Swedish Congregational, Swedish Lutheran, Presbyterian, and Church of Union Evangelical.

The question of education has always been to the fore in the activities of the town. Even as early as 1729 a meeting was held to consider the proper location for a schoolhouse, and a building was erected a few years later, but little used. As soon as the town was incorporated, it was divided into three school districts, the principal school being at Piety Corner. But it was nearly a century later that any real school system was established in Waltham.

The schools of today are not only the equal of those in other cities of equal size, but in many respects superior. Two junior high schools had been completed in 1925, and a third building, then used for elementary grades, was suitable for junior high purposes when needed. These buildings were all of the modern type, with auditoriums extensively used for community purposes. Besides its many public schools, Waltham had three parochial schools, two of them extending their instruction through the high school grades. Two private schools—The Waltham School for Girls, and The Mt. Prospect School for Boys—have students from many parts of the State.

Hardly to be classed as a school, but certainly educational in its purposes, is the Experimental Station of the Massachusetts Agricultural College which in recent years was moved to Waltham. The Farm Bureau of the county, and the Federation of Farm Bureaus, have offices here, and an act of the Legislature ceding to the Extension Service a part of the experimental station building and grounds is evidence of the permanency of their location. The Middlesex County Extension Service had its headquarters in the city for a number of years.

From the time when Governor Winthrop made his memorable journey to the far distant end of his road, now Waltham, there have been admirers of the natural beauties of the city's location. A "forest-home" it was named, and always has it been noted for the variety and perfection of its trees and shrubbery. The topography of the town lent itself naturally to the formation of parks; it was originally one broad park.

But little attention was given to the conservation of either its growth or beauty spot until the present century. Today Waltham is proud, and with reason, of the number, size and glory of its parks and playgrounds.

The city was one of the earliest to practice the playground system that came in vogue in the early years of 1900. Now, exclusive of the High School Athletic Field, there are nine active playgrounds. A movement was under way in 1926 to utilize the undeveloped lands of Woerd Avenue to form a model of its kind with provision for winter sports along the river front, as well as the usual playground activities. This one playground covers 11 acres, and the total for the city in 1926 was 45.40 acres.

One of the beauty spots of Waltham is the natural Prospect Hill Park. Of an elevated character as regards terrain, with many of the original magnificent trees still remaining, little has been done, other than clearing away the underbrush. By these very simple, inexpensive measures a park has been made that is remarkable for its beauty. From the summit of the hill one of the finest views of Boston and the surrounding country may be had.

The Cornelia Warren Park, lying between Waltham and Waverly, is a well-wooded section of 67.78 acres. It is still (1926) in a natural state. But plans were under consideration whereby it should become another of the lovely parks of the section. Waltham Common, saved for posterity by the foreseeing fathers of the city, is a wide breathing space in the heart of the business district. It is soon to be improved by the addition of a new and modern city hall. The Charles River, which makes its winding way through the city, is one of the recreational centers of Waltham. Winter and summer sports are enjoyed on its surface, and it is one of the most beautiful of the pleasure streams of Massachusetts.

When the census figures of 1880 were given out, it was found that the town of Waltham had nearly 12,000 inhabitants, enough to permit its incorporation as a city. The business of the town had grown beyond the town-meeting form of government, and there was quite an element which thought the form of control should be changed. Brought to a vote the conservatives defeated the move for a change. But on November 30, 1883, by a second vote of 724 to 665, a city charter was petitioned for, and given by the Legislature June 2, 1884, which was accepted by Waltham by a larger majority than sought the original petition, July, 1884. One peculiarity of the charter, in which it differs from that of many Massachusetts cities, is that it permits *one* board of the city government instead of the usual form of Board of Aldermen and Common Council. A board of 21 aldermen were chosen from the seven wards, and were found to be sufficient for the carrying out of the policies of the city. The actual change from town to city government was celebrated with fitting ceremonies in January of 1885.



## WATERTOWN

**Statistical**—Population (1920), 21,457. Registered voters (1924), 9,143. Valuation of property (1925), \$45,945,293.

First mention in the records of the State, September 7, 1630 (Old Style).

"The town upon Charles River." September 25,\* 1634, part of New Towne to revert to Watertown, "if Mr. Hooker and his congregation shall remove hence." April 7,\* 1635, bounds between Watertown and New Towne established. August 20,\* 1638, bounds between Watertown, Concord, and Dedham established. March 13,\* 1639, bounds between Watertown and Cambridge established. May 22,\* 1639, bounds between Watertown and Dedham established. May 13,\* 1651, bounds between Watertown and Sudbury established. May 13,\* 1651, bounds between Watertown and Concord established. January 1,\* 1712, part established as Weston. January 4,\* 1738, part established as Waltham. April 19, 1754, bounds between Watertown and Cambridge established. April 27, 1855, part annexed to Cambridge. March 18, 1859, part included in the new town of Belmont. March 10, 1885, part annexed to Cambridge. March 9, 1898, bounds between Watertown and Cambridge established and part of each place annexed to the other. May 23, 1903, bounds between Watertown and Belmont established. April 29, 1911, bounds between Watertown and Belmont established.

Watertown is in Congressional District 8; Councillor District II Norfolk and Suffolk; Representative District 29th Middlesex. State institutions in Watertown are the Perkins Institute and Massachusetts School for the Blind; and the Almshouse. State official residing in Watertown is George H. Dale, Republican Representative.

**General**—"The history of Watertown is important, as it is the oldest town now in Middlesex County; the town which has colonized so many other towns, and which from its peculiarly independent character and position, has served as a typical town in the organization of the State." Its story, as far as the white man is concerned, may date back a thousand years, for it is believed by many that the Norsemen landed here six hundred years before the Massachusetts Colony was founded. Perhaps the Norumbega of the early navigators was located here, and "the mythical city that figures on so many early maps, may have been built where now are the streets of Watertown." In the realms of the certain, it is known that Sir Richard Saltonstall, with companions, on a July day of 1630, sailed up the Charles, and finding a suitable place for his possessions, began a settlement which, in September 7, was named Watertown. "It is ordered, that Trimountaine shall be called Boston; Mattapan, Dorchester; and the towne upon the Charles Ryver, Watertown." This was the first inland town. What the size of the original Watertown comprised is hard to determine, for it had only Charlestown and Boston to limit it towards the east. Its westerly line was on the other side of the continent, for the charter of the colony gave the bounds of the lands as "from the Atlantic to the South Sea." There began almost at once, the first of a series of efforts which has since made of this tremendous domain, one of the smallest towns, in area, in the county. In 1639,



boundaries were established between Cambridge and Watertown, and prior to this, bounds had been set between the town and Newtown, 1635; Dedham in 1638. In 1651, Sudbury was founded, and in the same year, Concord. In little more than two decades, Watertown had been entirely surrounded, but even then had an area of 23,500 acres. After 1651, the town was mother to Weston, 1712; Waltham, 1738; Belmont, 1859, and grandmother to the towns born of these.

The Watertown of today has an acreage of 2,027 (the taxable section), Auburn and the Catholic Cemeteries, the Charles River, the marshes and ponds, bringing the total to 2,668.25. The most of the town lies to the north of the Charles, and is bounded on the north by Belmont; on the east by Cambridge; on the south by Brighton and Newton; and on the west by Waltham. The Mount Auburn Cemetery covers 136 acres; the United States Arsenal, 100 acres. The center is about eight miles from Boston, with which it has long been connected by railroad and more recently by electric lines. The terrain has all the beauty of the rolling character of this part of the State, with the added attraction of the Charles River and the little streams flowing into it:

River that in silence windest  
Through the meadows bright and free.

The river banks have been made a reservation, and the parkway constructed along it is wonderfully attractive, as are the parks in the town proper. Proximity to Boston has made the modern development of the town principally residential, the surface fitting it for the establishment of estates, the more closely populated sections having smaller but fine homes. Before this use of the land for building purposes, Watertown was one of the best of the agricultural divisions of the county. The soil was fertile, and varied. With a market at its doors, the higher types of farming were practiced. Vegetables and small fruits were grown; and hot house products a specialty. The great farms of the early proprietors were supplanted by gardens, which in turn have been crowded out by the homes of the present generation.

The real center of any town in the early days was the meeting-house, and in a settlement as large as was Watertown, the erection of one was probably the first public work. Just when the first place of worship and government was erected is not known. On July 30, 1630, Sir Richard Saltonstall and forty others formed the first church, and Rev. George Phillips was chosen as the first pastor. As to a building, the first recorded is in 1635, when a tax was laid for a "*new* meeting-house," although no reference had been found to the old one. This edifice was supposedly located on the north side of Mount Auburn, and the forty-acre lot on which it was situated is probably the land now enclosed by Mount

Auburn and Arlington streets, and Belmont and School streets. It is well to recall that at this time, and for that matter, for twenty years after the settlement of Watertown, it was the most populous town in the colony, and next to Boston the wealthiest. As the eastern end became crowded, people moved west, and by 1644 were complaining because the meeting-house was placed so far from them. This led to the building of a new church for the westerners, 1654. The Watertown folk seem to have been independents from the beginning, having little sympathy with the Puritan ideas of the close union of church and State. The erection of the first churches throw a side light on their attitude and laid the foundations for the independence that ripened more than a century later. A tax was laid for the purpose of protecting Newtown. The people of Watertown objected to being taxed without representation, and refused to pay. This resulted in the ruling, "that two of every plantation be appointed to confer with the court about raising a public stock." This was probably the first step taken toward representative government in America. Sir Richard Saltonstall returned to England in 1631, being out of favor with Winthrop and Dudley. His departure weakened the influence of Watertown, and led to its relegation to a position below that to which its size and wealth entitled it.

The town turned its attention to the education of the numbers of young which had come from abroad. A schoolhouse is mentioned as being in use in 1649, and while a teacher is also indicated, it is likely that before this date schooling had been given in private homes. There are indications that the town sometimes neglected educational affairs, for it was complained of in 1690 for not having enough schools, and fined in 1696 for not having a school. But as a rule there was a sufficiency of both schools and teachers. Lady teachers are first mentioned in 1767, and the first school committee, as distinct from the selectmen, was appointed in 1766. As Watertown included what are now so many different towns, little can be told of education in what is now Watertown, until the opening of the nineteenth century. After the Revolution, the district system was in force, and was continued until 1853, when a form of control much like the present was instituted. A high school was opened in this latter year.

The military history of Watertown is as ancient as the civil, if one agrees with Professor Horsford, that on a Watertown field Thorfinn and his Norsemen fought with the Skraelings more than nine hundred years ago. The Massachusetts Colony seem to have taken what land they wished from the aborigines, and if they made any payment for it, the time was after such seizure. In 1671 the Indians were trying to buy back certain lands and fishing privileges in Watertown. The town was fortunate in not having the Indian troubles, which, under the cir-



cumstances, seemed likely. To the various wars preceding the Revolution, Watertown sent troops. But it was not until the attempt to throw off the yoke of the mother country, that her interests were really engaged. Her minute-men attacked the British on their retreat from Lexington, and fought in the defense of Bunker Hill. Three days after the Lexington engagement the Provincial Congress adjourned from Concord to Watertown, where it held its meetings until the removal to Boston, November 9, 1776. Washington visited the town in 1775, and again in 1789. When Burgoyne surrendered, Watertown was chosen as one of the places where officers were quartered. The end of the Revolution found the town with depleted funds, and somewhat depleted citizenship. Recovery was quick and great, and the expansion of the section on a larger scale dates from about 1800.

The records of the Civil War have been better kept, and there is in the archives of the town the "Roll of Honor" giving the names of those who took part in the conflict. The lists are too long to be reprinted. Briefly: At the first call of the President, Company K, Sixteenth Regiment, went into Camp White on June 1, 1861, leaving for the front a week later. This company consisted of sixteen officers and ninety-two men. In 1862, thirty-seven answered the first call of that year; thirty-four joining later for three years; and on September 19 of the same year, seventy-two went into the Union Service. These comprise but a part of Watertown's contribution to the war, for not only were additional men sent, but money was constantly voted to meet the needs and demands of the Government.

The founding of the First Parish Church, and its famous pastor, George Phillips, have been referred to, and a little of its influence on the history of Watertown, shown. It was probably the first strictly *Congregational* church in this country. The different buildings of this society were burned or demolished. In one the Second Provincial Congress met in 1775. It stood on the corner of Auburn and Common streets. The seat of the town government was there until 1843, when a Town Hall was built for this purpose.

The Baptists started a sabbath school in 1827, and organized as a church in 1830, July 18. The first meeting-house was erected that same year, to be removed and a new edifice dedicated in 1857.

The Phillips Society was established as an orthodox Congregational body in April, 1855, and built a large place of worship in 1857, which was destroyed by fire in 1861. It was replaced, however, the next year. The name it bears is that of the first minister of Watertown.

The Methodist Episcopal Church was started about 1822, but held no formal class until 1836. In 1837 the first of its pastors was appointed, and the old Academy building dedicated as a place of worship. In 1847



the society built a more suitable church, selling the Academy building to the Catholics. St. Patrick's Church is the outgrowth of the few of the Catholic faith who purchased the old Methodist meeting-house in 1847. So rapid was the expansion of the parish, a new edifice was soon projected and dedicated the next year. The most of the early parishioners had been a part of the church of Waltham, dating from 1830.

The Church of the Good Shepherd was organized in 1885, although Episcopal meetings had been held in the town for several years. On Christmas Day, 1888, the first services were held in their new church.

One of the Watertown institutions, that next to the churches and schools has most influenced the culture of the town, is the Public Library. Like many another library, it had its beginnings in a Social Library, in this case, dating from 1779, going under the name, Union Library. . . . This joined with the District School library had a useful life of nearly a century, being turned over to the Free Library in 1875. There had been other book clubs, one connected with the Lyceum founded in 1829; the Religious; the Juvenile; and the Parish. But all these gave way to the Free Public Library established in March 31, 1869. The first catalogue, 1870, showed nearly 5,500 books. The present Watertown Free Public Library has 52,400 volumes on its shelves; the librarian is Lydia W. Masters.

The library of the Perkins Institution of Watertown has works to the number of 20,580; Laura M. Sawyer is the librarian.

**Schools**—Senior High, Columbia; East Junior High, 52 Boylston; West Junior High, Waverley Avenue corner of Bemis; Bemis, Waltham; Continuation, Boylston near Winthrop; New Coolidge, 315 Arlington; Francis, Spring corner Common; Grant, Whites Avenue corner Main; Hosmer, Chauncy; Lowell, Waverley Avenue corner Orchard; Marshall Spring, Waverley Avenue near Bancroft; Parker, 124 Watertown; Phillips, Common corner Marshall.

**Churches**—Baptist, Belmont Street—Templeton Parkway corner Belmont; First Baptist, 134 Mt. Auburn; Phillips Congregational, Mt. Auburn corner Phillips; Church of the Good Shepherd (Episcopal), 196 Mt. Auburn; St. John's Methodist Episcopal, 82 Mt. Auburn; The Union (non-sectarian), Main corner Gilbert; Church of The Sacred Heart (Roman Catholic), 780 Mt. Auburn; St. Patrick's (Roman Catholic), Main corner Chestnut; First Parish Unitarian, Church corner Summer.

**Cemeteries**—Arlington Street, Mt. Auburn corner Arlington; Common, Common and Mt. Auburn; Mt. Auburn, Mt. Auburn and Coolidge Avenue near Cambridge Line; Mt. Auburn, R C end Cottage; Ridgelawn, 201 Warren; St. Patrick's, Belmont near Lexington.

## WINCHESTER

**Statistical**—Population (1920), 10,485. Registered voters (1924), 5,026. Valuation of property (1925), \$27,581,674.

First mention in the records of the State, April 30, 1850.

Parts of Medford, West Cambridge, and Woburn. May 12, 1873, part annexed to Woburn.

Winchester is in Congressional District 8; Councillor District VI; Senatorial District 6th Middlesex; Representative District 25th Middlesex. State official residing in Winchester is Thomas R. Bateman, Republican Representative.

**General**—The town of Winchester is not only one of the best known and admired of the Middlesex divisions, but is one of the wealthiest and most influential. It was established relatively late, 1850, and had the initial advantage of being able to avail itself of the experiences of older towns, and thus avoid many of the mistakes made by them. A civic ideal has ruled its proceedings, and it is often called "The Model Town." Located only eight miles from Boston; with much of its surface unmarred by the hand of man; a rolling terrain naturally suited for building sites; it is a section of splendid estates and fine homes. Most of the residents have their business interests in Boston, manufacturing being relegated to the background, its beauties are not marred by factories, or its salubrious climate fogged by smoke.

The history of Winchester, in its early period, is bound up with that of Woburn, from which the greater part of the town was taken. It was first known as Waterfield, 1538, when the territory was still a part of Charlestown. Many of the grants of that time refer to land now within Winchester, such as Rockfield, the Symmes and Nowell farms, and a part of the Indian Reservation around Lake Mystic. John Harvard, before his name was given to the college, owned land here. The first house in old Woburn was built in the Winchester section, as was the first mill, and both by Edward Converse, 1640, who also had a farm here in 1638. In King Philip's War, 1675, the wife and two children of Richardson, whose father was a farmer of 1638, were murdered by Indians. There are many interesting items in the early history of the town mentioned in the history of Woburn.

As time went on, and settlements increased, the southern part of Woburn began to be called "South End," and is so designated in the records prior to 1700. Richardson's Row, and Black Horse Village were two other ancient names connected with Winchester. The latter probably was applied because of the noted Black Horse Tavern which was a principal stop on the Great Road, or what is now Main Street. In 1775, this tavern was on the stage route from Boston to Portsmouth, New Hampshire. The new century had only gone a third of its way when a railroad crossed the Great Road, and the stage coach was dis-





WINCHESTER HOSPITAL, WINCHESTER



HIGH SCHOOL, WINCHESTER





carded for the new and quicker mode of travel. This Winchester was still South Woburn at this time, and so little was the prospect of any future for the district, the only station provided for it was a little shoemaker's shop. For that matter it was several years before the village had grown enough to require anything larger. There was one man who saw the value of the village, S. S. Richardson. He purchased the ancient Converse Mill site, rebuilt the mill, erected houses, but lost too much money elsewhere to carry out his ideas for the place. Following him came Benjamin F. Thompson, who locating in South Woburn in 1838, became one of the main factors in the development of the future Winchester. Two hundred years after the building of the first mill and house in the area by Converse, there was established that without which a New England town could hardly be formed, a church. It was found that one-quarter of the members of the Woburn Society lived in South Woburn, and in consequence a new organization was perfected. From November 19, 1840, dates the South Congregational Church of Woburn, which dedicated a new meeting-house on the last day of the year.

With a church, a mill, and some houses, the next move was to organize as a separate town. This was accomplished, but not without opposition, April 30, 1850. The larger part of the territory was taken from Woburn, the line of division being drawn between the south side of Woburn Common and the South Woburn station as it was then situated, in the direction that Main Street ran. Smaller sections were taken from Medford and West Cambridge. In 1873, May 12, a part was annexed to Woburn. Choosing a name for the infant proved quite a problem, Appleton, Avon, Channing, Watervill, Winthrop and Winchester being among those suggested. The last was made the first, it being given in honor of William P. Winchester, and brought from the pleased Colonel a gift of \$3,000, to be used in the building of a town hall. His death followed in August. The money was first used in the purchase of a cemetery, but was returned to the town treasury in 1885, and placed in the fund used for the clock and bell in the town hall.

The new town of Winchester was fortunate in not having many of the expenses that follow the formation of a division. Schools seem to have occupied the attention of the town fathers, at first, almost to the exclusion of all else. These did not cost much, but there was a number of them; nine. By 1855 all but two of these had been housed. Fortunately, the town was never split into districts, all school matters being controlled by one committee. A high school dated from the incorporation of Winchester, and there was a private school in the lower part of the Lyceum Building, which was also used for town business. Altogether there were seven new schools built between 1850 and 1860. From the very beginning the town ranked high in the Commonwealth

for the proportionate amounts spent on education, a rank which it has not relinquished. By 1880 the town had ten schoolhouses, with a valuation of \$57,500.

Winchester celebrated its thirteenth birthday by appropriating \$13,300 for the military expenses of the Civil War. During the conflict some 244 men were sent into the ranks of the Union forces, and the expense to the town in connection with this one item was nearly \$30,000. Of the soldiers, ten lost their lives. Unlike many towns, although such a number had been sent from its less than 1,200 population, and great amounts of money had been expended, Winchester was not only in a solvent condition but ready to keep up its civic work. In the last year of the war, \$25,000 was voted for the building of two schoolhouses. In 1873 plans were laid for a water supply, the first water being turned into the mains in 1874. In 1878 the Mystic Valley Sewer was laid through the town. In 1886 cars began running over the tracks of the Woburn Street Railway through Winchester. June 28, 1887, the cornerstone of the new Town Hall was laid. The next year the streets of Winchester were lighted by electricity. In 1890, the town celebrated the two hundred and fiftieth anniversary of the building of the first house in Winchester.

Although Winchester had not the early church which is characteristic of most towns, her progress from a quiet farming section to one of the finest residential districts in New England, is best indicated by the growth and number of her churches. The organizing of the Congregational Society in 1840, led to the incorporation of the town ten years later. This church lost its meeting-house in 1853 but built again on the same site the next year. The First Baptist Church dates from August 18, 1852, and worshipped for some years in Lyceum Hall. A place of worship was erected in 1864. The Unitarian Society started as a Sunday School in 1855 which flourished for a few years. In 1865 a formal organization was perfected, the Lyceum Hall hired, and in 1870 a church dedicated. The Methodist Episcopal Church was formed in 1872, growing out of a class held some years previously. A meeting-house was dedicated in 1876. St. Mary's Church, Catholic, was organized in 1873. The Church of the Epiphany was founded in 1882, holding the first service in Harmony Hall. A church was built in 1885. The Highland Bethany Church was organized in 1886 for the purpose of providing a Union Chapel. Through the coöperation of the Highland people this was accomplished and the chapel dedicated in 1887. Of the many churches now in Winchester, these are those whose history extends over forty years.

The Winchester Public Library, now one of the most useful of the public institutions of the town, was founded in 1848, as a village cir-



culating book club. In 1856 an agricultural library was formed, which soon merged with the Village Association formed in 1859. The books of these three were presented to the town and the present library organized. In 1885, the trustees granted the use of their rooms to the Historical Society, the latter organization dating from the same year, or perhaps earlier. When last reported, the library had 23,000 volumes on its shelves; Cora A. Quimby was librarian.

Mechanical industries have had little to do with the expansion or prosperity of Winchester. It is true that before there were any number of settlers, Edward Converse, in 1640-45, had used waterpower to drive his "corn mill." On the site of his early mill others were built and run. At one time mahogany was sawed in quantities and furniture manufactured. Veneers were cut in 1843 by Harrison Parker by machinery of his own invention. The mill was burned in 1845 and was rebuilt, Amos Whittemore putting in one of the first machines for pegging shoes. Blacksmith shops were scattered through the town, some of which were famous. Even the advent of the railroad did not bring a boom in manufacturing as it did to many localities. The natural beauty of Winchester is its greatest attraction, and while a good farm section in the early days, there was little growth until its fitness for residences was recognized, and its proximity to Boston used. The most of the increase in population has been made in this century. In 1905, the number of citizens was 8,242; in 1920, 10,485; in 1925, 12,000 (estimated).

### WOBURN

**Statistical**—Population (1920), 16,574. Registered voters (1924), 7,971. Valuation of property (1925), \$22,192,645.

First mention in the records of the State, September 27, 1642 (Old Style).

Charlestowne Village. May 29,\* 1644, bounds between Woburn and Reading established. October 19,\* 1664, two thousand acres of land granted to Woburn. October 10,\* 1666, bounds between Woburn and Billerica established. October 12,\* 1669, bounds between Woburn and Billerica established. September 25,\* 1730, part included in the new town of Wilmington. July 28,\* 1741, bounds between Woburn and Billerica established. February 28, 1799, part established as Burlington. April 30, 1850, part included in the new town of Winchester. May 12, 1873, part of Winchester annexed. May 18, 1888, Woburn, incorporated as a city. May 29, 1888, act of incorporation accepted by the town. April 20, 1895, part of Woburn annexed to Stoneham.

Woburn is in Congressional District 5; Councillor District VI; Senatorial District 6th Middlesex; Representative District 18th Middlesex. State institution in Woburn is the Almshouse. State official residing in Woburn is Gustave W. Everberg, Republican Representative.

**General**—Woburn is one of the older towns and cities of Massachusetts, having been settled in 1642. At that time it was little more

than an outpost in the wilderness. The nearest incorporated towns were Rowley and Ipswich on the north; Salem and Lynn to the northeast; Charlestown on the east; Cambridge, southeast; and Concord, southwest. The early history of the place is not very different from many others, and has been gone into with great detail by a number of skilled historians. The town and parish were identical until 1730, when Wilmington was set off; the remaining part of Woburn being then divided into the First Parish, which included the present City of Woburn and Winchester, and the Second Parish, now Burlington. The separation of the latter town in 1799, coming as it did so soon after the Revolution and taking nearly half the lands of Woburn, was very much of a set back. Until this time the interests of Woburn were principally agricultural, but with the opening of the new century came the opening of what was to be the principal industry of the town and the source of its growth and prosperity. Winchester was not set up as a separate town until 1850, and did little injury to the mother section.

For one who would delve into the details of the early history of Woburn there are a world of sources and well written and complete stories. The early records have been well preserved; Sewall's "History of 1865"; various writers in Hurd's "History of Middlesex County," 1890; and a special edition of the "Woburn Daily Times," 1921, have all done their share in giving a complete history of the city. But even these authorities differ as to the source of the name Woburn, there being three places of this name in England. Probably the theory which has chosen Woburn of Bedfordshire, has more evidence on its side than any other. And to the pioneers, under the leadership of Edward Johnson, must credit be given for its establishment in 1642. The names of the seven commissioners for the founding of Woburn are: Edward Johnson, Edward Converse, Thomas Graves, John Mousall and the brothers Ezekiel, Thomas and Samuel Richardson, descendants of whom still live within the region.

Although the first grant of land for the founding of the new town was dated May 13, 1640, other grants following, the incorporation of the town of Woburn did not take place until September 27, 1642. Some had settled in the district prior to this, and Zachariah Symmes of Charlestown had preached the first sermon in the parish, November 21, 1641. "On March 1, 1642, a minister's house was begun by the people. The church was gathered August 14, 1642, and on November 22, following, the first minister was ordained." When a meeting-house was built is not known, but was supposedly the same year. A burial ground was established at this same period, being located on the present Park Street of Woburn Center. A second was at the present Montvale Avenue, opened first as the parish burial ground in 1794, and purchased by the



city in 1824. By 1800 there were 156 houses in Woburn and 1,228 citizens.

The Woburn of 1800 embraced the whole of the First Parish which included Winchester. Shoemaker shops were beginning to compete with agriculture for the first place among the industries, there being twenty-two of them. Most of the shops were very small, but there were several large tanneries and bark houses. Several cider mills, a bake house, three grist-mills, seven sawmills, various workshops, a large trading store and ten chaise houses made up the business section of Woburn at this date. For the next two decades there seem to have been few changes. With the opening of the Woburn branch railroad in 1844 came an increased growth and commercial activity to the villages. The Lowell Railroad of 1835 had passed to the east of the main village. The Middlesex Canal was put through to the west of Woburn, but soon failed to be of use to the region. By the middle of the century the town had grown quite a bit away from farming and had all the appearance of a manufacturing section, with its wood-working establishments, furniture and cabinet shops, metal works, silk and rubber companies, with shoes and leather taking the lead. About 1850 came a change in the population, in that many races began to be represented there, particularly the Irish. This was also the time of the local newspaper, of which many started but few continued. Within a few years came the Civil War with its large demands for leather and Woburn prospered and grew accordingly. Between 1850 and 1860 the number of dwellings increased from 617 to 988 and to 1,323 by 1870.

Samuel Sewall, historian, in his history of Woburn, published in 1868, says:

Great and rapid, during the sixty years, 1800-1860, were the advances of Woburn in numbers, business and wealth; in all the means of literary and social progress, and of spiritual prosperity and enjoyment. It is the design of this last chapter of its history, to contrast to the present condition of the town, in respect to the above-named and other particulars, with what it was at the commencement of this century, and in other previous portions of its history.

**Population**—Within the last twenty years, the number of the inhabitants of Woburn has surprisingly increased. The total population of the town in 1765, was 1,515. According to the colonial census in 1776, it had advanced only to 1,691. By the first census under the United States Government in 1790, the sum of the white and colored inhabitants was but 1,750. By the second census in 1800, it had diminished to 1,246, in consequence of the detachment of Burlington from Woburn the year before. In 1810, the population was still further reduced in number to

1,219, which is less by twenty-seven than it was in 1800. In 1820, it was only 1,579, which is but four more than it was in 1765, fifty-five years before. But since 1820, the increase has been very rapid. In 1830, the whole number of inhabitants, according to the census taken that year, was 1,977; in 1840, it was 2,994; and although by the incorporation of Winchester as a separate town April 30, 1850, Woburn lost a large number of people who previously belonged to it, yet by the census of 1860, the sum total of its inhabitants had increased to 6,295, which is more than double the number it contained in 1840, only twenty years before; and even this large number, according to a State census of 1865, had advanced still further on May 1st of that year to 7,003, an increase of 708 in five years.

To accommodate its 1,575 inhabitants with dwellings, Woburn was provided in 1765 with 228 houses; but in 1860, with 1,126 houses for its 6,295 inhabitants.

**Principal Business**—The principal employment of the original inhabitants of Woburn was doubtless the cultivation of the soil, for which they all had larger or smaller grants of land given them by the town. But at the present day, the employment pursued in the city more than any other work is upon leather. For in a town report for the year ending March 1, 1866, it appears that two hundred and forty-one children whose births are registered in 1865, the fathers of ninety-four were curriers, of twenty-four were tanners, of fourteen were cordwainers, and of six were leather and shoe manufacturers, making a total of one hundred and thirty-eight employed upon leather, and leaving only one hundred and three of all other occupations.

The leather business was followed in Woburn from the beginning, upon a small scale. John and Francis Wyman, brothers, and among the first settlers of the town, were tanners; and, as tradition affirms, had their tanyard in the Wyman Lane, near where the late Deacon Benjamin Wyman (a descendant from Francis) had his dwelling. Gersham Flagg, too, another early inhabitant, who came a young man from Watertown, and married in Woburn in 1668, was a tanner by trade, and had his "dwelling hows, bark hows, mill hows, and bearne hows, tann fats, with an acre of land more or less thereunto belonging, being or situate in High Street nere the meeting hows, bounded West by Mr. Thomas Carter, and East by the burying place, South by the trayning feild." And during Philip's War, Woburn taxes at one time were partly paid in shoes, manufactured probably from leather prepared by one or all of the citizens above named.

But it is not likely that either of them carried on the business very



extensively, or employed about it many hands. For Lieutenant John Wyman, having his eldest son killed by the Indians in the Swamp Fight, December, 1675, petitioned the General Court in May following, that his servant, Robert Simpson, a tanner by trade, whom he had "bought on purpose for the management of his tan yard, but who had been long in the war, needed clothes, and was then a garrison soldier in Hadley, might be allowed to come home to him, that so his lether now in the fatts may not be spoyled;" which looks as though Mr. Wyman was not sufficiently provided with help to conduct his business, or that the servants he had then with him were not well skilled in the trade they worked at.

The Messrs. Wyman appear to have been succeeded in their business, in the same vicinity where they had wrought, by Jonathan Wyman, a grandson of John; and also at a later period (about 1768), by Mr. David Cummings, originally from Topsfield, who is styled in sundry papers he left behind him, a tanner, and who was an ancestor of the later John Cummings, Jr., Esq. But tanners in Woburn were then few and scarce; and it has recently been told me by a middle-aged gentleman of Burlington, that he could remember the time when it used to be said, that "old Mr. Jonathan Tidd, of New Bridge, was the only tanner in Woburn."

But since General Abijah Thompson entered into the business of tanning, etc., about the year 1814, it has astonishingly and with great rapidity increased in Woburn. According to the statistics of the "Industry of Massachusetts," for the year ending May 1, 1865, p. 419, and published with the sanction of the Secretary of the Commonwealth, there were that year in active operation in Woburn twenty-one tanning and currying establishments, which tanned and curried leather to the value of \$1,723,450, and employed five hundred and fifty-four hands. There were also four establishments for making patent and enamelled leather, estimated at \$285,550, and finding employment for fifty-eight hands. At the same time, there were manufactured in the town 758 pairs of boots of all kinds, and of shoes of all kinds 160,145 pairs, the making of which boots and shoes employed two hundred and three males and one hundred and five females, and the total value of which was estimated to be \$254,190. And although in this latter branch of business,—the manufacturing of boots and shoes,—Woburn was excelled in 1865 by two or three towns in Middlesex County, as Holliston and Hopkinton, yet there was no town in the country which then equalled it in the extent and value of its tanning and currying.

The municipal history of the town during the Civil War is so closely a part of that conflict as really to be military history, and cannot be gone into in this brief sketch. In March 6, 1873, Woburn Center had a

destructive fire which threatened to wipe out the place. Water pipes had at that time been laid, but water had not as yet been turned into them. In 1885 a loop of the Boston and Maine Railroad was run through the town. Horse railroads were constructed from North Woburn to Winchester, and from Woburn to Stoneham, which later were electrified. Jitney service was first inaugurated in Woburn during the winter of 1920, when the Bay State tracks were snowed under, and the company was unable to keep the lines open from Woburn to Billerica. Since that time, the Bay State abandoned their lines in non-paying sections, and jitney licenses were issued. Motor buses have displaced the jitney, and the line is in vogue today and plies between Woburn and Reading, Woburn and Billerica, and Woburn and the West Side. Gas had replaced oil, and in part was displaced by electric light and power. The Woburn Library, established in 1854, was the beneficiary of a number of bequests, much to its advantage. And the end of the town period came in 1888, when Woburn became a city.

As early as 1872 the incorporation of Woburn was agitated, the number of its polls at that time being 2,891; its valuation, \$8,718,000. There wasn't standing room in the Lyceum Hall for a third of the voters of the town to meet in town assembly. But ten years later Woburn still lacked 241 of the necessary 12,000 population required of a city. In 1887 an enumeration by the town assessors gave a citizenship of 12,760. and on May 18, 1888, the General Court gave the City of Woburn its charter. The valuation of the city at that date was \$8,575,000. In 1925 it was given as \$22,192,645.

As far as is known, there was no school in the ancient Woburn until 1673, when Mrs. Allen Converse and Mrs. Joseph Wright were appointed teachers at the rate of five shillings a year. In addition to teaching for this \$1.25 they were also to supply the room in which the pupils were taught. By 1685 there were a hundred families in town and a grammar school had to be formed. Thomas Carter was given the job of master, with a stipend of five pounds yearly. His salary was reduced rather soon to thirty shillings because no students came to his school. The first school building was erected in 1813 at the corner of Winn and Pleasant streets, and was in use until 1760.

Leaving the old days, what modern education means in the modern city may be judged by some of the figures of the Woburn Schools in 1921. At the time of the incorporation of the city (1888) the number of children between the ages of 5 and 15 was possibly 2,500. In 1921 this had risen to 3,884.

School expenditures in 1880 were \$31,184; in 1920, \$152,797.

And even at these figures, Woburn ranks low in the amount spent



per pupil. Her present school buildings, the date of their first occupancy and present valuations are:

		(Rooms)
Cedar Street, 1874,	\$10,650	2
Cummings, 1874,	\$96,700	8
Goodyear, 1874, enlarged 1898,	\$32,400	6
Hanson, 1855, enlarged 1873,	\$67,600	7
Highland, 1891,	\$37,100	4
Johnson, 1860, enlarged 1875,	\$16,700	4
Lawrence, 1871,	\$33,200	4
Morse Street, 1851, enlarged 1865,	\$ 6,300	2
Parker, 1895,	\$18,550	2
Plymton, 1860, enlarged 1870,	\$27,900	6
Rumford, 1876, enlarged 1895,	\$41,600	8
Union Street, 1867,	\$17,300	4
Wyman, 1892,	\$55,700	4

The High School, opened in 1907, was built to accommodate 500 pupils but was soon filled to capacity and the need for more room evident. The new Rumford school, whose corner stone was laid in 1921, is one of the most modern of structures and splendidly equipped. It has six classrooms with seats in each for 42 students. There is also a large auditorium, manual training rooms, cooking, sewing and lunch room.

Among the churches of Woburn the oldest in point of organization is the First Congregational, founded November 5, 1640, although not formally organized until August 14, 1642. In the centuries that followed she sent out five colonies of her members who established churches in Wilmington, 1733; Burlington, 1735; Winchester First, 1840; North Woburn, 1849; and Montvale, 1892. The present edifice was built in 1860 and dedicated on October 31 of that year. It is 80 by 150 feet with a spire rising 96 feet towards the skies. The church is the sixth built by the congregation.

The First Baptist Church may be said to have grown out of a like organization of West Cambridge started in 1781. It was ten years later before an attempt was made to have a separate edifice in Woburn, when a building of about forty feet square was put up and survived until the present days. It was used for worship for forty years. In 1826 a new house was built at a cost of \$8,000, 58 by 60 but since enlarged twice. In its present form the edifice is a very beautiful specimen of the Bulfinch type. The congregation is one of the largest in Woburn.

The Woburn Methodist Episcopal Church was organized February 1, 1851, in the house of John Andrews by Rev. Amos Binney. For a time the new organization worshipped in the town hall, but in 1852 erected a chapel where Lyceum Hall now stands. The present well-appointed church was dedicated February 23, 1890, being the third built by the society.

The Saint Charles Catholic parish had their first church in 1853. The early building was soon overcrowded and a new brick church was erected and dedicated in 1859. Of the growth of both church and school, and the development of the present St. Charles parochial center mention has already been made. The St. Joseph's parish in Montvale became a separate entity in October of 1906.

To Charles Bowers Winn does Woburn owe its magnificent Library. In 1854 Hon. Jonathan Bowers Winn offered to give to the town the salary received by him as a member of the convention for the revising of the State Constitution. This amounted to \$300 and was contingent on the supplying of the town a like amount for the establishment of a library. In March, 1855, the town accepted the money and appropriated a like sum. Funds were raised in other ways until \$1,600 had been gathered, and on August 13, 1856, the first town library with 1,700 volumes was opened to the public in the old Town House. Here it remained until 1865, when it was removed to the old Woburn Bank Block. Here it stayed until brought to the home of the greatest of its benefactors.

In 1864, Bowen Buckman bequeathed \$500, and in 1873, Timothy Winn left \$3,000, and fourteen days later the founder died leaving \$2,500 to the library. In December 19, 1875, Charles Bowers Winn passed on, the last member of the immediate family. In November 25, 1879, another wealthy citizen of Woburn died, leaving a bequest of \$5,000, and on May 13, 1907, Dr. John M. Harlow passed away willing seven-fortieths of his estate, which in 1914 amounted to \$32,000. The total value in money of the bequests in Charles Bowers Winn's will totaled to 1881, the sum of \$221,028.15.

Among the notable institutions in Woburn is the Charles Choate Memorial Hospital conducted by the Woburn Charitable Association since 1908. It had its start in the generosity of Mrs. Martha P. Johnson, the daughter of Mr. and Mrs. Choate, and the grand-daughter Mrs. Helen O. Sprague, who offered the Choate estate for charitable purposes. \$10,000 were contributed by townsfolk at the time of the organization of the corporation, December 16, 1908, and the Hospital given the present name. Many bequests have been made to the institution during the passing years and many new buildings and additions erected. During the World War the demands made on the services of the Hospital were cared for by the subscription in 1920 by 1,348 citizens of \$27,683. When the institution was first opened it contained two wards of five beds and three private rooms; in the new buildings the wards were given the same names as were the various rooms provided, so that the original donors are thus kept in memory. In 1921, there were more than fifty beds in the hospital, and the disbursements for



that year were \$36,038. The Woburn Charitable Association organized to maintain the Choate Hospital has been in charge of the work, made the various changes, and has been responsible for the remarkable progress of the institution.

One of the buildings which adds to the architectural beauty of the city is the State Armory. It was completed on April 12, 1917, officially dedicated and turned over to Company G, Fifth Massachusetts National Guard. It has an immense drill shed, and the various rooms suitable to its purpose. The breaking out of the World War and the later participation in it of this country required the Armory for the services of the State Guard, of which two companies were drilled and prepared for service. The Guard were housed in the building until their disbandment by the Commonwealth. The State then reorganized the State defenses and Woburn lost its infantry company.

With financial institutions the city is well provided. Of the banks the Woburn National Bank was the first organized, April 28, 1853. It has an enviable record for the nearly three-quarters of a century of its existence. It started as the Woburn Bank, a State organization; on January 24, 1856, became the First National Bank of Woburn; and on January 11, 1905, took its present title. It has commercial, savings and trust departments, and is housed in one of the finest of banking structures.

The Woburn Five Cents Saving Bank was incorporated June 3, 1854, and on its opening day was visited by 65 depositors who placed \$854 in its keeping. It has changed its location a number of times with its constantly increasing growth, and now has in connection with its regular savings business, safe deposit vaults. In 1921, the bank carried only five less than ten thousand accounts, totaling nearly four and a half million dollars.

The Woburn Co-operative Bank was founded by the Board of Trade, February 21, 1887, and began business the next month with a capital of \$750, the proceeds of the sale of that number of shares. In 1913 they leased quarters over the Savings Bank on Pleasant Street.

The Tanners National Bank was organized in September, 1917, with a capital of \$100,000, and in four years had on its books deposits to the amount of more than a million. Even in the after-war reconstruction in all business the institution received no set-back.





## CHAPTER XXII

### THE CITIES AND TOWNS (Continued).

#### LOWELL

**Statistical**—Population (1920), 112,759. Registered voters (1924), 36,359. Valuation of property (1925), \$195,384,607.

First mention in the records of the State, March 1, 1826.

Part of Chelmsford. March 29, 1834, part of Tewksbury annexed. April 1, 1836, Lowell incorporated as a city. April 11, 1836, act of incorporation accepted by the town. February 28, 1851, part of Dracut annexed. May 18, 1874, parts of Chelmsford and Dracut annexed. June 5, 1874, part of Tewksbury annexed. June 23, 1874, act of May 18, 1874, accepted by Lowell. August 1, 1874, the act took effect. April 1, 1879, part of Dracut annexed. May 17, 1888, part of Tewksbury annexed. April 30, 1906, part of Tewksbury annexed.

Lowell is in Congressional District 5; Councillor District VI; Senatorial District 8th Middlesex; Representative District 14th, 15th, and 16th, Middlesex. State institutions in Lowell are: State Normal School; Lowell Textile School; and the Almshouse. State officials residing in Lowell are: Patrick F. Nestor, Democrat; Charles H. Slowey, Democrat; Henry Achin, Jr., Republican; Victor Francis Jewett, Republican; Cornelius J. O'Neill, Democrat; and Daniel F. Moriarity, Independent, Representatives.

**General**—The history of the City of Lowell is usually dated from 1822, when the Merrimac Company came to the locality and began its operations. It is doubtful whether there would have been a city if this company had not been organized, although the waterpower which attracted it would surely have brought other concerns. The real story and perhaps the most interesting, dates from the days of the Pawtucket Indians, who valued the fish that swarmed in the waters about the falls later used by the white man. Near here the Merrimac was joined by the Concord River. The land in the angle of this junction was the favorite camping ground of the aborigines; an island in the streams was their planting place, protected on all sides, as it was from the animals of the forest. When a grant was made to "inhabitants of Woburn and Concord . . . of a comfortable place to accommodate God's people" in 1653, covering the most of the region, an exception was made at the request of John Eliot, "Apostle to the Indians," to the part of greatest after value. This was given to the Pawtuckets and was the section on which the most of the great factories were built a century and a half later. The area owned by the Pawtuckets was sold, in 1686, to Colonel Jonathan Tyng and Major Thomas HENCHMAN, and by them conveyed to forty-four residents of Chelmsford town.

The section now became known as East Chelmsford of the town of Chelmsford, and the history of Lowell, from 1686 to 1826, is the history of this small area, one hundred and forty years compared with one hundred years since. The story of Chelmsford is written elsewhere, and only a few bare items concerning East Chelmsford need repetition here. For many years the only use made of the land where Lowell's associates in the mill business located, was for farming, and few there were that followed this. Annually there were great fishing days when a stock of fish was gathered for salting. The falls, with their thirty-foot drop, and seemingly inexhaustible supply of water, were not used industrially. They were too large; the smaller streams were more manageable, and supplied all the power needed in their "corn" and saw mills. Until after 1800 the village was never of any size, probably never exceeding fifty houses. For a century and more the villagers crossed the Merrimac only by boat, but in 1792 a bridge was constructed near the head of Pawtucket Falls. The Concord had been bridged, supposedly as early as 1658.

Another and more notable accomplishment, done while Lowell was still only East Chelmsford, was the building of the Middlesex Canal. The Merrimac River makes an abrupt change of direction above Pawtucket Falls, and it was thought advisable to cut a canal from this bend to Boston. The idea was incorporated in 1792, and the first work begun September 10, 1794, and the canal opened to traffic in 1803, at a cost of half a million dollars. It did much to draw attention to the Lowell section, and was a factor in starting the place off on its manufacturing career. The Boston and Lowell Railroad in 1835 gave it a competition that eventually ruined the project. The Pawtucket Canal around the falls of that name, was made through the present city. This received its charter in 1792, and was completed four years later. Its purpose was to convey lumber and produce around the dangerous falls. In this it succeeded and paid for the building, but in 1821 a better use was made of the waters and of the canal, for both were put to work by the new factories of 1821. Among the industries antedating the establishment of Lowell was the first power-carding mill in Middlesex County (1801); a window-glass works (1802). This enterprise at one time employed a hundred hands and turned out annually 300,000 feet of glass; and in 1818, powder mills were started along the Concord River which, during the war with Mexico, made more than a million pounds of powder.

The foundation industry, however, which led to the growth of the city, had its inception a few years before its separation from Chelmsford. Five men may be given the credit for inaugurating the cotton industry, according to Charles C. Chase. "Francis Cabot Lowell (after





AERIAL VIEW OF LOWELL AND VICINITY





whom the city was named) because he was, in the language of Nathan Appleton, 'the informing soul which gave direction and form to the whole proceeding'; Patrick T. Jackson and Nathan Appleton, because, while the great enterprise was still a doubtful experiment, they nobly embarked in it their fortunes and their honor; and Kirk Boott and Paul Moody, because by their great executive talents and their inventive genius they made the experiment an assured and triumphant success." Lowell died before the results of his foreign research had been tried in the future city. The other four and a brother of Kirk Boott were equal shareholders in the Merrimac Manufacturing Company, the first of the great concerns to locate in Lowell. This company was incorporated February 6, 1822, with a capital of \$600,000, starting the building of the first mill that same spring. It was the outgrowth of new spinning ideas that had been tried out successfully in Waltham some few years earlier. More power was needed than could be secured in Waltham which led to a search for a greater source. Finding it in Chelmsford, with a canal already built from which water could be drawn, the new company was formed and erected its mills.

Four years after the building of the Merrimac works, the town of Lowell was incorporated, March 1, 1826. The village had made a gain of 1,100 percent in the previous six years, going from 200 to 2,300 in that period. Kirk Boott was the moderator of the first town meeting. The Baptist and Congregational churches were organized the same year of the incorporation; St. Anne's having preceded it by a year; the Universalist Church following by a year. The town was divided into five school districts. The Merrimac Company had employed a young minister, Theodore Edson, to teach and preach (1824), thus founding the first church and school in Lowell. A daily stage and mail was established between the village and Boston.

During the first five years after the setting up of the town, a number of manufacturing concerns were started, including: The Hamilton Company, capital, \$600,000, 1826; the Appleton Company, capital, \$600,000; and the Lowell Company, capital, \$900,000, in 1828; the Middlesex Company, capital, \$1,000,000, 1830; the Suffolk Company, capital, \$600,000; Tremont Mills, capital, \$600,000; the Lawrence Manufacturing Company, capital, \$1,500,000, all in 1831. These same five years marked the founding of five churches, two Savings Banks, the Lowell Mutual Fire Insurance Company, and the Lowell Bank. There was also a Town Hall built (1830); a high school established and a Fire Department started with an engine. The population rose to nearly 10,000. Altogether Lowell had made a tremendous beginning as a well-equipped manufacturing place.

A police court was established in 1833; the "Lowell Advertiser"

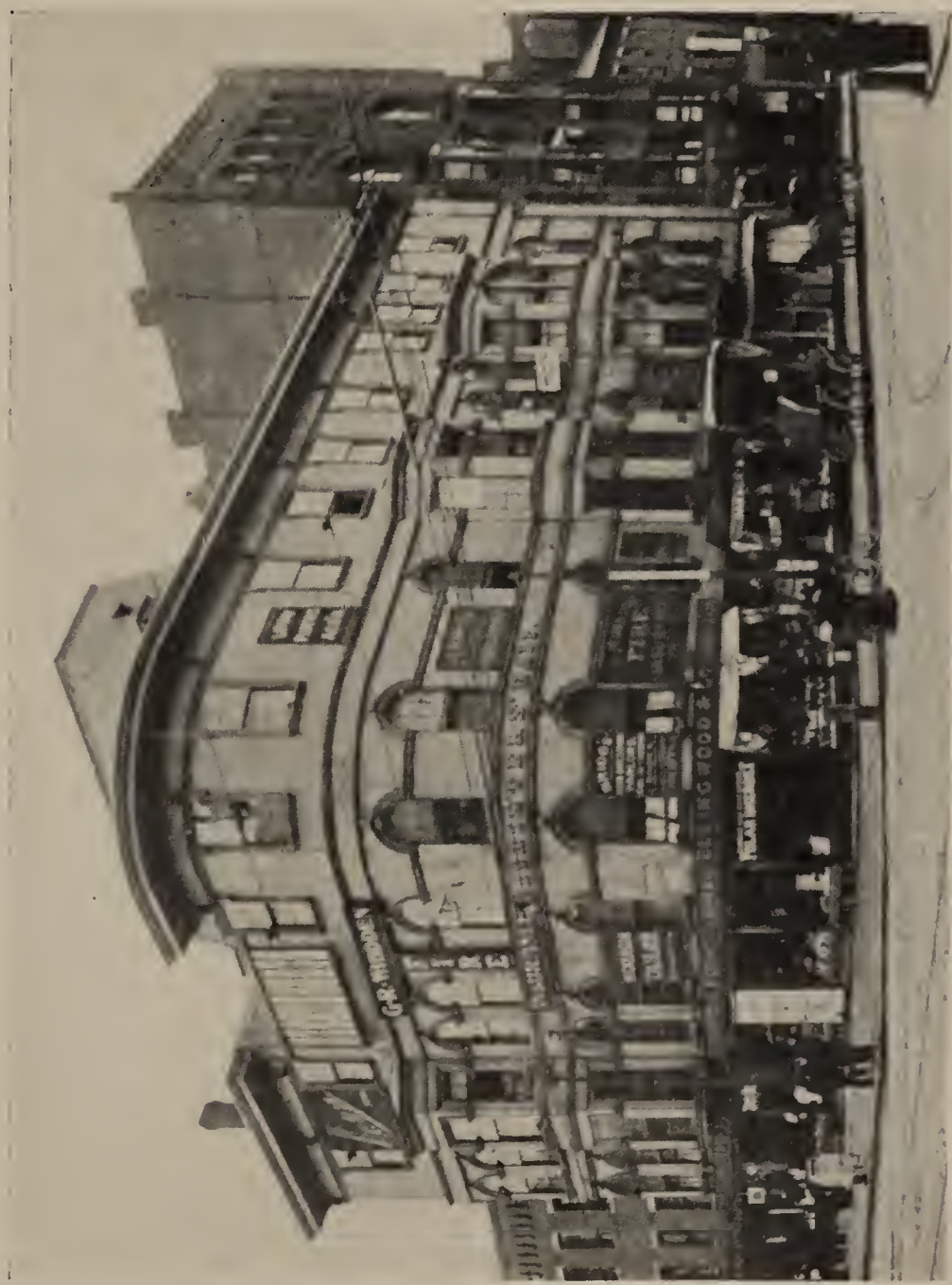
printed; and Belvidere, the first of the outlying districts, annexed. In 1835, one of the greatest aids in the development of the town was built, the Lowell and Boston Railroad. On April 1, 1836, the town, having attained a population of 16,000, was chartered as a city. Lowell was the third city in the Commonwealth, Boston dating from 1822, and Salem, incorporated only one week before Lowell. There were now nine large manufacturing concerns, with a capital of more than \$7,000,000, employing 7,000 persons. Schools had been provided for the very large number of children; thirteen churches were in existence; four Congregational, two Baptist, two Methodist, one each Episcopal, Universalist, Christian Union, Free Will Baptist and Catholic. The Lowell Hospital dates from 1839, and in 1840 the first of the city parks were purchased and laid out, the North and the South Commons. In 1844 the City School Library was formed, the predecessor of the Lowell City Library of today, with its several branches, and more than 125,000 volumes and pamphlets.

Events came thick and fast through the next two decades. Lowell was visited by most of the Presidents of the United States as well as by famous visitors from all over the world. It was a wonder city, a marvel of growth and industrial activity. Prosperity reigned, the year or two after 1856 marking the first set-back. War coming in 1860 upset factory conditions badly, many making the mistake of shutting down their mills when cotton became scarce and costly. The population fell from 33,827 in 1860 to 30,990 in 1865, but rose again to the 1860 number the next year. Lowell sent 4,763 men into the Union service, and expended in the various war needs nearly \$300,000, this latter figure taking no account of the private contributions, or actual supplies sent to the soldiers and Government.

The Lowell Waterworks was established in 1872, taking water from the Merrimac. This was the culmination of efforts begun in 1836, and fought over for thirty-five years without result. Two years later the villages of Pawtucketville and Middlesex were annexed. The original site of Lowell was not one favorable for residential use, and it had continually been adding sections built up just outside its limits by workers in the factories and business district. Grouped together, additions were made to the town and city: March 29, 1834, part of Tewksbury; February 28, 1851, part of Dracut; May 18, 1874, parts of Chelmsford and Dracut; June 5, 1874, part of Tewksbury; April 1, 1879, part of Dracut; May 17, 1880, and April 30, 1906, parts of Tewksbury. Altogether more than half of the City of Lowell has been acquired from its neighbors since its founding; the city now covers a territory of nearly thirteen square miles.

The first half century of the history of Lowell was one of rapid ex-





BARRISTERS' HALL, MERRIMACK SQUARE, LOWELL  
(Site now occupied by Chalifoux's store building. Originally built as a church, remodeled as an office building.)





pansion and steadily increasing strength and population, the latter growing from a little more than 2,000 to over 50,000. The completion of a full century has just taken place at the time of this writing. The number of the city's residents has more than doubled, now being 110,000; its property valuation in 1926 was nearly \$200,000,000.

One of the peculiarities of Lowell's expansion, one shared by nearly every industrial center in New England, was the increase in the racial complexity of the population. The early mill operatives were from the New England farms, the foreigners who came in before the last quarter of the nineteenth century were mostly English-speaking folk. But many of the incomers during the last half century have been aliens in both nationality and speech; the city became increasingly cosmopolitan. This added to the difficulties in the management of the city, but had the advantage, for a time, of preventing the cohesion of the workers into organizations. Trades unions started later than in many textile cities, the Central Labor Union dating only from 1887, and the first large strike was not until 1903.

There have been only three or four serious labor difficulties in Lowell, although the minor affairs must mount up to a hundred and fifty. The 1903 strike followed repeated demands by the "textile council" for a ten percent increase in pay in most of the departments of nearly all the large textile mills of the city. Fifteen thousand operatives were out of work during the spring of 1903, as the result of refusals to the demands. After months of money loss and misery, the most of the strikers went back to their jobs in June, and on June 21, 1903, the Textile Council declared the strike off. For so markedly an industrial city "less labor troubles are credited to Lowell than to any city of its size in New England."

Quite naturally, Lowell has had its fat and lean industrial periods. Beginning with the depression in cotton manufacturing in 1860, through the inability to secure the needed material from the South during the war, there have been many ups and downs. The panic of 1893, May 5, reacted upon the mills so that by August, the most of them were on half time or less. The same experience came to the Spindle City in the panic of 1907. The depressed conditions of 1913 affected the city but little. The World War brought about a revival in nearly every industry in the city, but with a diminished force to carry on the work. The after-war revival, with its longer succeeding depression, felt by all New England manufacturing, has not been so readily overcome, there being too many factors to the present problem to permit of an easy or quick solution.

The beginnings of manufacture in Lowell have been mentioned. These were all along the definite line of making an industrial city. The textile

plants multiplied, their number increasing until the Civil War. Other industries came to town, the making of carpets for one, the selling of patent medicines for another. Prior to 1842, all three-ply and ingrain carpets were made on hand looms, with the weaver furnishing the power. E. B. Bigelow created an automatic carpet loom, and the Lowell Manufacturing Company made ingrains with this loom. It became one of the foremost of the factories in the city, and Lowell carpets began to be known all over the United States. The Ayer preparations, "Cherry Pectoral," "Sarsaparilla," and others were shipped all over the world. The business was started by J. C. Ayer in 1843, and in a dozen years was "the largest individual interest in the city." Before the outbreak of the war with the South, Lowell had twelve large manufacturing concerns operating fifty mills, with a total value of fourteen million dollars. The daily output of woven cotton was two hundred thousand yards, or enough to circle the earth each half year.

Before the end of the century two tendencies had manifested themselves which were to change the industrial situation of Lowell. The older generation of stockholders was passing, stockholders that for the most part formerly had lived in the city, or had personal agents who gave close attention to the business in which they were engaged. Now the shareholders became, for the most part, non-residents; even the offices of some of the largest firms were in Boston or even in New York City. The lack of personal attention did not help to improve production, but increased efficiency, and constant improvement in machinery more than made up for the failure of absentee ownership. At least, more cloth could be made in a textile mill per man than had been true previously.

The second tendency was towards a greater diversification of manufactures. Fear of the Southern competition, the multiplication of mills close to the source of supply, were two of the factors bringing about this change. The spindleage of Lowell was still making an increase, however, even though slowly. New industries were increasing rapidly; the basic industries no longer were so completely dominant. In 1900 the capital invested in the Lowell factories was \$45,510,000; in 1915, \$78,714,844. The value of the products in 1900 was \$41,202,894; in 1915, \$80,740,300. Wage earners in 1900, numbered 29,254; in 1915, 46,666; earnings, \$10,853,000 as against \$33,018,222. Except for the more or less artificial advance during the World War period, with its inflation of the monetary values, 1916 marked the peak of the strictly industrial expansion of Lowell. This is particularly true of the textile movement. A list of the present productions of Lowell includes more than 500 articles, and gives the impression of having a variety covering all manner of things used today. The Board of Trade's survey of 1916 gives





AERIAL VIEW OF LOWELL AND VICINITY





the number of corporations in Lowell paying more than \$1,000 each in taxes, as sixty-three; the smaller concerns number more than six times this amount. The following is a list, taken from the same survey, giving the largest employers of labor in 1916. It is well to recall, in considering it, that some of these factories were running under unnatural conditions, which led to some of them having much fewer hands, while some, like the Cartridge Company, had ten times the usual number in its employ:

United States Cartridge Company, 8,200; Lawrence Manufacturing Company, 4,200; Tremont & Suffolk Mills, 2,910; Merrimac Manufacturing Company, 2,900; Massachusetts Cotton Mills, 2,800; Boston & Maine Railroad, 2,000; Boott Mills, 1,900; Hamilton Manufacturing Company, 1,800; Saco-Lowell Shops, 1,600; United States Worsted Company, 1,530; Appleton Company, 1,500; Newton Manufacturing Company, 725; United States Bunting Company, 700; American Woolen Company, 650; Shaw Stocking Company, 650; Lowell Bleachery, 600; Bay State Cotton Corporation, 550; Ipswich Hosiery, 550; Federal Shoe Company, 550; John Pilling Shoe Company, 550; Bay State Street Railway Company, 550; International Steel and Ordnance Corporation, 522; American Hide and Leather Company, 500; The Lamson Company, 425; Massachusetts Mohair Plush Company, 415; Bigelow Carpet Company, 400; Heinze Electric Company, 400; Barry Shoe Company, 300; Stirling Mills, 250; Lowell Gas Light Company, 240; George H. Snow Shoe Company, 225; Whitall Manufacturing Company, 225; Waterhead Mills, 200; Spaulding Shoe Company, 200; John C. Meyer Thread Company, 200; Harvard Brewing Company, 150; C. F. Hatch Paper Box Company, 140; A. J. Foster Shoe Company, 125; Courier-Citizen Company, 125; Adams Brothers Shoe Company, 100; Lowell Electric Light Corporation, 100; Stover and Bean Shoe Company, 100; Belvidere Woolen Mills, 90; American Mason Safety Tread Company, 90; Lyon Carpet Company, 70; Columbia Textile Company, 70; New England Bunting Company, 65; twenty-three machine shops and foundries, 514; twenty-two box and wood-turning shops and lumber, 400; 262 other industries, 2,610. These figures, making a grand total of 46,666 workers, were obtained direct from the industries concerned and are not estimates.

Some of the more notable events in and additions to Lowell during the last quarter century merit at least mention. Such, for one, was the establishing of the Lowell Textile School, an account of which may be found in the chapter on Education. Incorporated in 1895, greatly aided in the securing of a site and equipment by Frederick Fanning Ayer, it has proven to have been remarkably useful in training men for the leadership in textile industries.

The Board of Trade, tentatively organized in 1890, succeeding the Lowell Business Men's Association which had been formed three years previously, has been, and is, one of the most active and forceful of the civic organizations in Lowell.

After great tribulation and labor on the part of a committee, the corner-stones of the much-needed City Hall and Memorial buildings, were laid in the autumn of 1890. In 1893, October 14, both the Memorial and City Hall were dedicated with fitting ceremonies. They are two of the finest municipal buildings in the county. A movement started at this time which led to the adoption of the Commission form of government for the city in 1911. Under the new charter of that year, the affairs of the municipality were turned over to a mayor and four aldermen elected by the city. There was also a committee on schools, consisting of five, and various other ones may be appointed by the council. This system of government has been much criticized but is not very unlike that of a number of eastern cities.

A Lowell Park Commission was established in 1902, which immediately began the expansion of the then limited park areas of the city. By 1917, there were thirty-three separate parks in Lowell, with an acreage of 136.4. The Fort Hill Park is one of the finest natural parks in the country. This was principally the gift of the Misses Rogers. Tyler Park, so named after the donors, Mary Ann Saunders Tyler and Susan Emma Tyler, is in the Highland district and consists of about 2.74 acres, dating from 1893. The Shedd Playground is the gift of Freeman Ballard Shedd in 1910. A strip along the Merrimac Canal was made into a park, known as the Lucy Larcom Park, and dates back to the farm of Joseph Fletcher, who sold it in 1822 to Boott and others as "ornamental ground forever;" it was set apart in 1844. The Park System now covers about 200 acres and includes sixteen supervised playgrounds, a winter skating rink, and two athletic fields. There are the Municipal tennis courts, the Vesper Country Club, the Long Meadow and Mt. Pleasant golf courses affording recreation for hundreds of people. The municipality also owns and operates a bathing beach and bath houses. The city is surrounded by many beautiful lakes affording unsurpassed opportunities for bathing, picnics and camping. Among the fraternities and clubs are the Yorick Club, Broadway Social and Athletic Club, the C. M. A. C. (French) which have their own houses; the fraternal and benefit organizations are many, too numerous for mention here.

One of the institutions of which the municipality is justly proud is the Lowell Memorial Auditorium, seating five thousand, in which is yearly given the highest type of entertainments, musical and literary. Through the Moses Greely Parker Fund, a series of lectures and entertainments are given each season, which are free to the residents of





FORT HILL PARK, LOWELL  
One of the finest natural parks in the country



OLD MERRIMACK STREET STATION AND HUNTINGTON HALL, LOWELL  
(Site now occupied by Y. M. C. A. Building)





Lowell. The city has at least seventy-five churches; a tabulation of them, as given in an older booklet, is: Adventist, 1; Armenian Congregational, 1; Baptist, 9; Christians, 1; Christian Science, 2; Christadelphian Ecclesia, 1; Congregational, 9; Evangelical, 1; Greek (Orthodox), 1; Jewish, 3; Lutheran, 1; Mazdaznan, 1; Methodist Episcopal, 6; Ministry-at-Large, 1; Pentacostal, 1; Primitive Methodist, 2; Presbyterian, 2; Protestant Episcopal, 2; Roman Catholic, 16; Salvation Army, 1; Spiritualist, 1; Unitarian, 1; Universalist, 1; Missions, 4.

One of the notable religious honors coming to the city and to one of its native sons was the elevation of William Henry O'Connell to the rank of cardinal. Cardinal O'Connell was born in Lowell in 1851, educated at Boston College, ordained a priest in Rome, June 8, 1884. In 1897, he was named a domestic prelate; was installed as Bishop of Portland, Maine, in 1901. In 1905, he went as a special Papal envoy to Japan, where he was given the Grand Cordon by the Mikado in December of that year. On the death of Archbishop Williams at Boston O'Connell was chosen as his successor, being raised to the Cardinalate four years later, one of the three in the United States. In the summer of 1926, the Cardinal was again honored at the Eucharistic Congress at Chicago.

The Public Library, which was quartered in the Memorial building upon its erection in 1893, has, as its basis, a fund of \$100,000 left by John Davis, the income of which was to go to the support of the Free Library. Mr. Davis came as a boy to Lowell, graduated from Dartmouth College, and began the practice of law which he continued for more than forty years. He was also the president, at one time, of the Old Lowell National Bank. The library is under the able librarian, Frederick A. Chase, and has more than 125,000 volumes on its shelves.

The City of Lowell has an area of fourteen and one-half square miles. According to the United States census of 1920, the population was 112,759, while in 1926 the estimated population was 126,000. Its assessed valuation in 1914 was \$90,039,890, while in 1924 it was \$140,446,920. The number of industries in 1924 was 254; capital invested, \$116,698,854; value of raw material used, \$55,641,725; value of products, \$101,846,467; wages paid annually, \$28,265,911; average number of wage earners, 27,155. Lowell is the home of the Massachusetts Mohair Plush Company, manufacturers of car plush for nearly every railroad in the United States; the Saco-Lowell Shops, builders of silk, jute, worsted, cotton, and woolen machinery; many nationally-advertised proprietary medicines; the largest upper leather factory in the world in the American Hide and Leather Company's tannery; the great cotton and woolen factories providing the highest grades and finest qualities of cotton and woolen piece goods, making annually enough cloth to go around the

world seven times. It is also the home of the Shawknit, Ipswich and Lowell Hosieries, United States Cartridges, United States Bunting, Bagshaw Phonograph Needles, Heinze Magnetos, Lyon Rugs, Ardahan Rugs, Mason Safety Treads and Karbolith Flooring, many shoe factories and other industries manufacturing nationally-advertised products. Over five hundred different products are manufactured by Lowell industries, including cotton goods, knit goods, textile machinery, woolen and worsted goods, finishing and dyeing, boots and shoes, boxes, foundry and machine shop products, printing and publishing, patent medicines, hosiery, silk, leather, phonograph needles, ammunition, tire fabrics, sailcloth, bobbins, underwear, narrow fabrics, corsets, dyes, chemicals, yarns, mohair plush, furniture.

Diversity in manufacturing and a large suburban population with transportation facilities, together with close proximity to many other large cities, makes plenty of workers always available. Lowell has a very high quality of industrial workers; this is evidenced by the many home owners, the savings bank deposits (more than 134,000 depositors with a per capita deposit of \$661). Liberty Loan holdings over \$28,000,000. Over 65 percent of the population are native born and less than 20 percent unnaturalized foreign born. More new houses are being erected than any time during the past decade. Housing conditions are better than in the average New England city and rents are the most reasonable of any city in New England. Assessors report 19,412 dwellings, many of these dwellings having two or more apartments. The water supply for the city is supplied from over six hundred driven wells, pumped to a reservoir and pumping district, filtered through coke and sand in separate filter, costing \$225,000. The total capacity of engines and pumps is 60,000,000 gallons in twenty-four hours. Water for manufacturing purposes can be secured from the Merrimac and Concord rivers and from about five miles of canals through various parts of the city.

Lowell has very fine banking facilities in five National Banks; one trust company, with a capital of \$1,540,000; surplus, \$1,903,646; assets, \$3,443,646; seven savings banks; three coöperative savings banks; a Morris Plan Bank and a Postal Savings Bank. The total bank and trust company deposits is \$11,348,630; total savings bank deposits is \$74,137,242. There are 134,524 depositors in the savings banks, with an average deposit of \$551.00. A per capita deposit for the city of \$661.00.

Among the educational facilities of Lowell are: One of the most modern high schools in the United States, costing over \$2,000,000, furnishing, besides academic study, courses in Vocational Training, Domestic Science, Dressmaking, Millinery, Cooking, Home Nursing, and many others; two junior high schools, thirteen grammar, thirty primary, two



mixed and fourteen kindergartens constitute the Public School System. There are also seventeen parochial schools. The Lowell Textile School, one of the largest and finest of its kind in the world, prepares men and women for leadership in the textile industry. The State Normal School, prepares students for the teaching profession. The Rogers Hall School, known throughout the United States as one of the leading preparatory schools for girls. The Notre Dame Academy for girls. Two of the leading commercial schools in Massachusetts are also located here.

Lowell has the following well-equipped hospitals: The Lowell General Hospital, maintained by endowment funds; Lowell Corporation Hospital, maintained by corporations, furnishing medical care for their employees; St. John's Hospital, under the charge of the Sisters of Charity; the Lowell Isolation Hospital, maintained by the city for those suffering from contagious diseases; and two private hospitals.

There are five newspapers in Lowell: "The Lowell Courier Citizen," a daily morning paper; "Lowell Evening Leader," an evening daily; "Lowell Sun," an evening daily; "Lowell Sunday Telegram," a Sunday only; and a French daily paper, "L'Etoile."

#### ASHBY

**Statistical**—Population (1920), 834. Registered voters (1924), 298. Valuation of property (1925), \$1,390,750.

First mention in the records of the State, March 6, 1767.

Parts of Ashburnham, Fitchburg, and Townsend. November 16, 1792, part of Ashburnham annexed. March 3, 1829, part of Fitchburg annexed.

Ashby is in Congressional District 3; Councillor District VI; Senatorial District 8th Middlesex; Representative District 12th Middlesex.

**General**—In the extreme northwest corner of the county, forty-seven miles from Boston and thirty-one miles north from Worcester, lies the agricultural town of Ashby. Within its limits it encloses 12,300 acres of greatly varied hilly country, of which very little is waste land. Some of the elevations, such as Watatic Mountain, has an altitude of 1,847 feet, and is the great landmark of the town and region, as it was in the days of the Indian. On its summit is a great pile of stones, constantly being added to by the many visitors to the height. For an Indian legend has it that unhappiness will come to him who on climbing the mountain fails to place a stone on the heap. While some of the hills have the ruggedness of this largest one, the most have more gentle slopes, and many of the lower more rounded elevations are cultivated to their tops. The soil is generally fertile throughout the town, but stony and heavy, requiring skill and labor for its proper cultivation. A number of small streams give drainage and water, nearly all flowing

easterly into the Souhegan, the Squannicock or the Nashua rivers. The "Reservoir," in the southern part of Ashby, is the only sizable body of water.

Who first settled in the region is not certainly known, but this honor is usually accredited to Samuel Stone and John Locke, who located in the Townsend section. There were but few in all this part of the State until after 1750, when fears of Indian depredations began to pass. Previous to this time, between 1739 and 1750, there were three block houses in the Ashby area, one near the Locke place, one near the present central village, and the other near the house of Paul Gates.

From this time on, not only did settlement increase in the outlying regions, but the matter of organizing districts for the building and care of places for worship was being given marked attention. Lunenburg had been chartered in 1828; Townsend in 1732. Until 1764, these two with Ashburnham embraced also Fitchburg and Ashby. In 1764, Fitchburg was set off from Lunenburg, including a part of Ashby; and 1765 saw Ashburnham incorporated. On May 5, 1767, the town of Ashby was set up from parts of Townsend, Fitchburg and about 1,200 acres of Ashburnham, not however without strenuous opposition from the latter. Since the original establishment of Ashby, there has been only one further change in its lines. This was only a slight one, affecting only Fitchburg, and was authorized March 3, 1829. It added 600 acres and 50 citizens.

The first town meeting was simply for the purpose of organization. The second proceeded at once to business, and the first act was to choose the house of Peter Lawrence for the meeting-house, and twenty pounds voted "to hire Preaching." Provisions were also made for a burial ground. In 1768, the first valuation showed forty-five citizens with estates. As was usual, the next few years were filled with the efforts of the people to get a church. In March, 1769, the town voted to build, but it was two years later that anything had been constructed in which it was possible to hold meetings. Even as late as 1772, the meeting-house was little more than a shell, but in that year pews were put in, and a pulpit completed. In 1774, the house was considered finished, although there is no record of any formal dedication of it at this date, or any other. Meanwhile, the town held its meeting in the church and were in control of its affairs, the interests of religion and politics being inseparable in those days. Doctrinal differences in the church developed in the early 1800's, which in 1819 led to the withdrawal of the most of the congregation, then more than a hundred, from the town building. In 1820, the new society built a meeting-house of their own, long since disappeared. They first took the title, Calvinistic Congregational Society, but by an act of the Legislature April 17, 1885, be-



came the Orthodox Congregational Society of Ashby. The church in which this body now meets was dedicated January 1, 1836. The minority membership and the majority town influence continued as the First Parish Church, or Congregational Church in Ashby. In 1809 they built a new house, which was largely remodeled in 1846, and again in later years.

The good roads question, still a matter of paramount interest, was possibly the second most important matter to be considered by the early town fathers. The original Townsend deed of from 1834-45 contained the reservation, "there is always an allowance for roads whenever the town shall think it necessary." The old Northfield road, established in 1733, was the first through Ashby, and is now a public highway. It was built by the neighboring towns for their use in going to the aid of Northfield, which was very much in danger from Indian attacks. The Ashuelot road was mentioned in records of 1742, but when laid out is not known. But no really good road was laid out until the "turnpike mania" hit the wealthy men of the town and section. There was a great need of facilities for travel and the transportation of freight. Wealth was accumulating in the hands of few. What better way to use this wealth to gain more, than for private enterprise to build such good roads that everyone would want to travel on them, and be willing to pay heavy tolls? In 1801 Ashby voted, "to measure the route from Stone's tavern in Townsend to Milliken's tavern in Jaffrey." A turnpike from Keene through Rindge, Ashby and Groton was completed in 1811 (incorporated in 1807). This turnpike intersected the road leading from Townsend to New Ipswich, not far from the Ashby line, and is now the much-traveled highway between Ashburnham and Townsend. But like others of the turnpikes built at this time, it failed to prove a bonanza, although of great help in the development of the country through which they were built. This particular turnpike was released and quit-claimed to the town, November 6, 1826, for the sum of \$600.

Education seems to have been on a par in the newly organized town of Ashby, for one of the first acts of the town meeting of 1773 was to vote a sum equal to that voted for preaching. This was not large when viewed from a modern standpoint but was as liberal as that in other towns. For the next four years ten pounds was the amount of the yearly school fund, but in 1778 it was raised to fifty. Meanwhile Ashby was divided into four "squadrons," or districts, upon which in 1785 four schoolhouses were erected, one hundred and twenty pounds being set aside for this purpose. When, in 1792, Ashby received additional territory from Ashburnham, another district was added. This division of the town was the basis upon which the educational system was handled

for more than a century. And it was not until a few years back that the schools were reduced in number and provision made to bring pupils to central schools. One noteworthy fact shows in Ashby's school record. Although an agricultural district, the attendance of its children has been unusually good, and the town had the unique position of being first among the 350 and more towns of Massachusetts in the average attendance of its pupils in 1888. This year was only one of a number in which its schools stood high.

In 1836, the meeting-house built by the Orthodox Congregationalists, having been unused for more than a year, it was proposed to establish an academy in it. The house and land was sold to Amos Wellington for \$520 in 1836. Money was collected to the amount of \$774.50, the building moved, and an academic school opened on August 4, of that same year. In 1840 the school was incorporated as Ashby Academy. But the patronage was not large enough. There were other academies, too many and too near, and the academy gave up the ghost in 1860. One survival of this school has come down to the present day, the Ashby Public Library. In 1925 this was known as the Ashby Free Library, contained about 6,000 volumes, and was under the able management of Miss Florence Pope.

The experience of the men of Ashby in protecting their homes from the Indians in the pioneer days, stood them in good stead at the breaking out of the Revolution. Some of the citizens, 46 in all, started for Concord on that memorable day when the first blood of the war was spilled, but arrived too late. They remained to serve on Bunker Hill and with nearly fifty additions, through much of the war that followed. The first town rate in 1778 to cover its quota of war liabilities was £1,245, 14s, 7d, to which had to be added on a later estimate £934. This was a very large amount for such a small population to raise. During the Civil War the town supplied 109 soldiers, of whom eighteen lost their lives. Her monetary and other contributions totaled several thousand dollars.

Industrially, Ashby was rather badly located and never played a large part in the manufacturing world. At first the many mill sites along her streams were used, at various times, twenty-three such places having been used. Most of these mills were erected to grind grist or cut lumber. After the Civil War a number of plants began the making of more finished products in wood; tubs and pails being the favorite specialty. Wool carding, fulling and dyeing also had its day, as did the making of potato starch and leather. The principal difficulty in the way of these industrial enterprises was their inability to compete with the larger and more centralized competitors.

After all it was the land with its possibilities that brought the first settlers, and it is the land that makes for the present prosperity of



Ashby. Its orchards have been famed for half a century. Small fruits have always been produced in abundance. Milk is a standby, the ample pasturage being well utilized. Farmers' organizations, such as the Ashby Farmers and Mechanics Club, founded in 1880, and the Grange, established nine years later, have been efficient aids both to the agriculture and expansion of the town.

#### AYER

**Statistical**—Population (1920), 3,052. Registered voters (1924), 1,265. Valuation of property (1925), \$3,926,889.

First mention in the records of the State, February 14, 1871.

Parts of Groton and Shirley.

Ayer is in Congressional District 5; Councillor District VI; Senatorial District 7th Middlesex; Representative District 12th Middlesex. State institution in Ayer is the Almshouse.

**General**—Ayer, next to Maynard, is the latest of the towns in Middlesex to be established, the incorporating act being passed less than a month previous to that of Maynard. As early as 1855 such a division had been discussed by the South Groton Literary Association, the affirmative side winning. Four years later the subject was again debated, but this time the negative won. For years the discussion went on but nothing came of it, until the newspaper, "Public Spirit," took it up in 1870 and focussed the attention and feelings of the people. Ayer Village was an important place, the most so in the town of Groton. It was in the extreme south, and suffered all the disadvantages of its remote location. There was need for schools, a library, street paving, and other municipal improvements that could only come through a separate and smaller division. The population of the village alone was 1,600 in 1870. Two hundred and seventy of the inhabitants of the south section petitioned the Legislature for the setting up of a new townships from a small part of Groton and a still smaller part of Shirley, in 1871. A census of the proposed area showed a population of more than two thousand, or more than any adjoining town. The new town was to be called Groton Junction, but fortunately was changed to Ayer, as distinctive and "associated in the minds of everyone in the sweet strains of Robert Burns." The enabling act was passed by the Legislature, February 21, 1871. The name Ayer was not given it because of Bobbie Burns' sweet strains, but in honor of Doctor James Cook Ayer, a prominent citizen of Lowell. The erection of the town was celebrated, a dinner being one of the events. At this function, Doctor Ayer expressed his thanks, and later, September 26, 1871, showed them in a substantial way by expressing a wish to give \$10,500 to Ayer, "the interest of which was to be expended for the education of the youth of the town." The

feeling of most of the residents was that the sum could be more appropriately spent in the erection of a town hall. To this the Doctor agreed. The Hall was completed late in 1876, but Doctor Ayer had not lived to join in the dedication exercises. Perhaps there could be no more fitting memorial to this benefactor of the town and village of Ayer.

Ayer is rather small in area, its length being about four miles from east to west, and two miles in width. Possibly three acres are enclosed in the several ponds which are enclosed within its lines. It is bounded on the north by Groton, on the east by Littleton, on the south by Harvard, and on the west by Shirley. The topography is rough, stony and high. So nearly is it on the divide that separates the waters of the Merrimac from the Nashua, that when Calvin Fletcher had a mill, on what is now the pumping station on Sandy Brook, upon raising his dam he had to erect a second one higher up to prevent the flow of its waters over the ridge into the Merrimac. Although Snake Hill, the highest elevation in town, is but 497 feet, the whole terrain gives the impression of great height. The land, although of granitic base, is difficult of cultivation and prevented the early use of it for agriculture. The meadows, particularly those around the two natural ponds, Sandy and Long, intrigued the first settlers, and were the reason for the location in the area of these early land-hungry men. Farming was carried on to the north in the present Groton, the Ayer territory being mere appendages to the areas held there. Just when, and by whom, the first permanent settlement was made in Ayer is unknown. A Daniel Peirce, or Pearse, had a farm situated between Sandy Pond and Ridge Hill. Daniel was the son of John Peirce, who settled in Watertown in 1636, and held land in Groton prior to 1662. Much that is interesting in the early history of Ayer can be found in Hurd's "History" in the part written by George J. Burns.

More modern and yet interesting is the fact that Ayer owes its development to the railroad, being not only a railroad center, but it might be called "the offspring of the iron horse." There were about six straggling farms in the vicinity of the village of Ayer prior to 1844. The settlement at Mitchellville was very much larger and important. The coming of the Fitchburg Railroad changed the character of the section. Had there been no railroad, the town might still have had some prominence, for it was on the projected route of a canal which was to connect Boston with the Connecticut River, 1835. The Erie Canal, which did so much for New York, never had a counterpart in Massachusetts.

The Fitchburg Railroad was chartered in 1843 and the first track laid to Shirley Village in 1844, and to Fitchburg in the following year; the second track was built in 1847. On August 28, 1844, the town voted that





ST. ANDREW'S CHURCH, AYER



MAIN STREET, AYER





a committee should confer with the directors of the railroad and advocate the location of a depot at the lower part of the town, near the mill of Calvin Fletcher, and to direct the selectmen to repair the road (highway) as then thought proper. The first Groton station of the road was located at what is known as Flannigan's Crossing, and was the principal stop until the building of the Union Station in 1848. Several railroad projects were consolidated at various times to form the Worcester, Nashua and Rochester Railroad Company and leased to the Boston and Maine Company. The construction of the roadbed began December 1, 1846, and the section between Ayer and Clinton opened for traffic on July 3, 1848, and between Ayer and Nashua, December 18, 1848. The Peterborough and Shirley Railroad was another of those leading through Groton Junction; the Stony Brook line, built by the corporation of that name, also led into the Union depot. As stated in Hurd's "History": "The centralization of these great railroad systems has thus afforded a direct and thorough service with the four points of the compass. Distance is now measured in hours and minutes and not in miles. We are less than an hour from Boston on through expresses, and have over fifteen trains a day. Being on the Hoosic Tunnel Route we are, as a shipping point to all points west, unsurpassed. The equipment of both railroads is unequalled; and we are afforded every advantage which the age can boast. If we are permitted to indulge in a geometrical figure, we can say that we are at the common apex of three practically equilateral triangles; Ayer, Fitchburg, Nashua; Ayer, Nashua and Lowell; Ayer, Boston, Worcester."

The early Ayer was agricultural, and being remote from other sections, naturally had to provide its own sustenance and necessities. There were three brooks which made power available, and mills were one of the first things built. These had to have the promise of use from the farmers or they must fail. One of the earliest documents records an agreement entered into by Groton with John Prescott of Lancaster, September 29, 1667, for the erection of a mill in the southerly part of the town. This was to be the only corn mill within the town for twenty years and was located so far south that it might have the patronage of both Groton and Lancaster. To this it was necessary to build a road, known then as Mill Road, but which became, in 1673, the new Lancaster Highway. This early mill was followed in later years by many others, many of them being saw mills. The power of the Nashua River was first utilized at Mitchellville by Joshua Longley of Shirley in 1790. One interesting concern, the Stevens Machine Company, formed in 1867, thinking they had new methods of making turbine wheels and barrel machinery, purchased land and erected a factory, but never engaged in the manufacture of their inventions. It became the Furniture Shop of

the Union Company, shifted to the hands of other firms, all of which engaged in the manufacture of furniture. A plow factory was the first large industry brought to Ayer. Benjamin Martin was the man responsible for the idea, and under his direction a large plant was built. The undertaking was too elaborately established to stand the strain of the financial depression that came at this time and the property was sold to H. O. Bean. The latter ran the factory until 1855, then sold it to Nourse Mason and Company, who in turn sold it to the Oliver Ames Plow Company in 1864. In 1874-75, the plant was removed to Worcester, greatly to the loss of Ayer. The buildings were used by the Beaver Glue Company and others in the subsequent years and met their end in the fire of December 2, 1886. A tannery was built in 1854 by Stephen Dow of Worcester, and under the name of Dow and Frye branched out into the various forms of leather making. It was one of the steadiest of the concerns in the town and the longest to survive.

The Ayer Furniture Company was one of several makers of this article which located in the town.

In an industrial and railroad town, such as Ayer, the school problem has always been acute. There was probably only one school in Groton until 1741, when the inhabitants voted to have five schools, raising the number to seven the next year. One of these was probably held in the present Ayer. But the cost proved prohibitive and the southern school was stopped. About 1758 a grammar school was established in Ayer, but burned two years later, and rebuilt. This one little wooden house was all that the community had until 1820. In 1805 a new division of the town made Ayer the 11th and 12th districts of Groton, and the limits of these districts held until Ayer was incorporated as a separate town in 1871. The early school had been replaced by a brick structure, used until 1855. Buildings were put up in addition to those coming over with the incorporation in 1872, and early in this century. Number 11 district had a school dating from before 1800. Replaced several times, the present school is one erected in 1870. One of the first things which the new town did was to set up a high school. The growth of schools may best be realized by the fact that when the railroad came in 1845 there was but one schoolhouse in Ayer, with fewer than a hundred pupils in the whole section. In fifteen years there were triple the number, and five hundred students in 1890.

The Groton Public Library was too far from Ayer to be of much service, so that in 1843 a movement was started to have libraries in the schools of Groton. Little was accomplished, and Ayer had little in the way of a library until 1869, when a Musical and Literary Club was formed. A hundred dollars was set apart for the buying of books. The book lending department gave their volumes to the town in 1871, on





PUBLIC LIBRARY, AYER



MAIN STREET, AYER





the condition that the authorities would vote moneys and provide a place to house the books. Practically all of these were burned in 1872, but a library was soon started again, developing slowly until 1890, when Frederick Fanning Ayer, of New York, came to the rescue. Mr. Ayer offered \$5,000 as a fund to purchase proper reading. The town accepted with gratitude and set off the best part of the town hall to house the collection and supply a reading room.

The church history is not that of the usual town where the meeting-house was the center and the cause of its organization. It would seem that the Adventists were the first to have a regularly constituted society. Their first effort came to an end about 1850. Of the present religious societies in Ayer, the Baptists have the priority of organization, having had a society started June 17, 1851, and a house dedicated in the spring of 1853. This edifice, improved and enlarged, served the congregation for many years. The First Unitarian Church is the outgrowth of meetings held for several years in the village. In 1853 a movement got under way for the erection of a chapel which was secured and dedicated in 1855. This chapel, known as the White Church, stood on the easterly half of the town house lot and was destroyed in the fire of 1872. The stately edifice that replaced it was dedicated September 1, 1875. The original name of the organization was the South Groton Union Church; in 1862 it was changed to the Union Society; in 1867, it became the First Congregational Unitarian Society, and in 1886 its legal title was The First Unitarian Parish of Ayer; the changes indicating the changes in polity of the body. A Roman Catholic Mission was established in Ayer Village in 1855, which built a little house on West Main Street in 1858. After the Civil War the second church was erected and dedicated December 4, 1870. After 1880 the present church was built. The Congregationalists were established on September 5, 1861, as the South Groton Orthodox Congregational Church, a title which subsequently was reduced to the First Congregational Church of Ayer. A fine meeting-house was erected in 1867, and the bell placed in the steeple was peculiar in that it was supposed to have come from a southern plantation, being one of several seized by General Butler. The Methodists organized in 1869; after worshipping in various places, erected a church in 1877.

Repeated mention has been made of fires in connection with the story of Ayer. The place has been visited by this destroying element no more than other sections, but in the wooded towns of the early days, Ayer did not escape disaster. There were a dozen fires before the first Fire Department was established in 1862, and the first fire engine, the "Massasoit," was not purchased until it had been almost worn out in the service of Groton. This engine proved useless in the first great fire of October 27, 1869. On April 14, 1872, a fire started, that for destructive-

ness, considering the proportion of the valuation and number of industries wiped out, was probably not equalled by any fire in the county. In six hours forty buildings were burned, and the business section of Ayer was at an end, the main street of the village was one blackened ruin. Immediate preparations were made to rebuild, and the mercantile blocks which are the pride of Ayer had their beginnings in the days after the "Great Fire." One other result of the conflagration was the setting up of what has since become a very efficient fire department.

### BILLERICA

**Statistical**—Population (1920), 3,646. Registered voters (1924), 2,024. Valuation of property (1925), \$10,208,026.

First mention in records of the State, May 29, 1650 (Old Style).

Common land. May 14,\* 1656, eight thousand acres of common land granted to Billerica. May 15,\* 1657, certain lands granted to Billerica. May 26,\* 1658, bounds between Billerica and Andover established. May 22,\* 1661, four thousand acres of land granted to Billerica. October 10,\* 1666, bounds between Billerica and Woburn established. October 12,\* 1669, bounds between Billerica and Woburn established. June 27,\* 1701, bounds between Billerica and Chelmsford and Concord established. September 23,\* 1729, part included in the new town of Bedford. June 13,\* 1733, part annexed to Wilmington. December 17,\* 1734, part established as Tewksbury. December 27,\* 1737, bounds between Billerica and Wilmington established. July 28, 1741, bounds between Billerica and Woburn established. February 26, 1767, part annexed to Bedford. April 28, 1780, part included in the second district of Carlisle.

Billerica is in Congressional District 5; Councillor District VI; Senatorial District 7th Middlesex; Representative District 17th Middlesex. State institution in Billerica is the Almshouse.

**General**—One of the best of the farming districts, as well as one of the oldest of the towns of Middlesex, Billerica is also one of the more prosperous and growing. Lowell is its neighbor on the northwest; Tewksbury forms the north boundary; Wilmington and Burlington bound it on the east; Bedford on the south; while on the west it is bounded by Carlisle and Chelmsford. Only twenty miles from Boston and but a few from Lowell, in more recent years it has received additions to its population from these and other cities, business and workingmen, who make this rural section their home. Mentioned as early as 1635, and later becoming one of the largest areas of the great Cambridge town of the Pilgrims, it has been the mother of a number of towns. Still, in spite of a steady reduction in area, it has maintained a fairly steady growth, if we except two periods when it remained stationary. In 1659, there were twenty-five families in Billerica; for the next twelve years the number was about doubled. The year 1679 showed 47 on the tax list; in 1688 there were 73; in 1707 the number of polls was 140. In 1765 a careful census showed 1,330, only seven towns in Middlesex ex-



ceeding it. In 1776 the population was about 1,500, and the small losses that occurred after this may be explained by the larger losses of territory in the formation of other towns. From 1810 there has been a gradual growth in numbers, to the present day, no census showing a loss. The 1920 population is given as 3,646. In this steady growth of a rural community Billerica is unique.

The town has been fortunately located in transportation, soil, and waterways. The Concord crosses the full length of the section as does the Shawsheen River, into both of which drain many fine streams. The Middlesex Turnpike, a noteworthy enterprise of 1805, through a change of route failed to traverse Billerica as intended, and proved a disappointment. But the first important canal in America, incorporated in 1793, to connect the Merrimac with the Mystic and Charles rivers, not only passed through the town, but the first ground broken was in Billerica (1795). The canal was 27 miles long and 30 feet wide; it was navigable to the Charles in 1803. It gave an impetus to the development of the town that did not subside until the charter was surrendered in 1851. Stage routes were established in this region before 1795, but, as had the canal, stages gave way to a railroad. The Boston and Lowell road, chartered in 1830, because of its indirect route, did not help Billerica as it might, missing as it did the main village. This condition was not corrected until 1877, when a two-foot narrow gauge road was built through to Bedford from North Billerica. This failed, but the Boston and Lowell bought the road-bed and rebuilt the system on a standard gauge (1885), giving the town and village modern transportation facilities, thereby greatly increasing their importance and prosperity.

In considering the early history of the town, one is struck by the fact, that for some queer reason, its ancient Indian title, Shawshin, was overlooked in the naming of the town. The Colonial records of 1635 mention the viewing of Shawshin "to inform the next General Court, whether or noe it may be a fitt place for a plantacon." It was "viewed" several times, and the reports evidently led Deputy Mr. Dudley and Governor Winthrop to secure grants of several thousand acres in the district. (November 2, 1637). An even larger grant was made to the wife of the Governor, in 1640, of three thousand acres. In 1641, Shawshin was given to the town of Cambridge. House lots were established in the center of the region a few years later, upon which the present village was erected. The most of Billerica was common land, and it took almost a century to make a complete distribution of them. In the adjustment of the difficulties growing out of absent ownership, the town was granted many outside pieces of property, which had quite an effect on its early history. About 1652 there were two or three families who had settled here, which soon (1659) increased to twenty-five.

Billerica was fortunate in its relations with the Indians who occupied this favorite place of theirs. The Wamesit was the tribe with which they had most to do, a special reservation having been set off for the Indians in 1664. When the King Philip's War was terrorizing the Colonies, Billerica escaped the most of the trouble because of the friendship of Wanalancet, chief of the tribe. Had the treatment of the Indians been as kindly as theirs of the whites, Indian troubles would have been notable by their absence. A full account of this period may be found in Hurd's "History." There were 212 soldiers from Billerica who had a part in the Indian affairs from 1745 to 1762, although the population of the town was less than 1,000.

Billerica was set up as a town, May 29, 1655. The town was large, nearly twelve miles long and eight wide, but dismemberment soon set in. One year later 8,000 acres of the commonland was granted to Billerica, to which there were accretions the next few years. But in 1729, Bedford was established, with the most of its area taken from Billerica. In 1733, a part, 600 acres, was annexed to Wilmington; in 1734, the town of Tewksbury was incorporated, taking about 9,000 acres (4,000 had gone in the making of Bedford). On April 28, 1780, the second district of Carlisle was set up, and again some of Billerica went into the making. Most of these separations were for the purpose of having a more convenient location of a meeting-house, which meant the formation of a government to build it and sustain worship. Billerica sought a minister at the time of its erection, but it was a year later before one was secured, Samuel Whiting. In 1659 a crude meeting-house was built, which stood south of the present Common. It was several years later before a church had been organized. In 1694, a new meeting-house replaced the old; a third was erected in 1738, a fourth in 1797, and in 1844 the church was moved and turned to face the east. All had not been peace within the walls. The practice, following the English pattern, of joining church and State was not suitable to a free country. It seems strange to realize that the town collected the salary of a pastor as late as 1834, and retained the power over the church of that day. The rise of the Unitarian elements in the mother church was, however, the cause of the changes that took place in church organization. The old society became Unitarian in 1829. In this same year, April 30, the Congregational body was formed, and a meeting-house was erected on Andover Street, and dedicated January 13, 1830. This edifice was extensively improved in 1885. The Baptist church was organized in 1828, September 30, with twenty members. Their first meeting-house was on the east side of the Concord River, dedicated in 1831; the second being on Bedford Street, 1844, a chapel being added in 1877. A Universalist society was formed



January 10, 1842, erecting a house the same year. In 1868 it was sold to the Catholics, and removed to North Billerica.

A rule of 1647 required the establishment of a free school in all towns with fifty householders. Billerica could not meet the law, and teaching was from house to house. There gradually came a better system, and by 1760 the town had been divided into squadrons, or sections, and provisions had been made by the town fathers for a division of the school moneys. A schoolhouse is first mentioned in 1766, but we have no means of knowing how long it had been in use. It is to be suspected that schooling was not of the best in Billerica for the first century of its existence. In 1794, a Mr. Pemberton, a former principal of Phillips Andover Academy, came to the town and started Pemberton Academy, which was a flourishing institution for the fourteen years he conducted it. In 1820, Billerica Academy was established, lasting until 1836. About 1850, Doctor Howe set up the school which bears his name, and which has had such a creditable career, extending down to the present. The first building was erected in 1852, and the school has been endowed from time to time, and is still flourishing.

A library, known as the Social Library, was formed in the town in 1772; a second one being incorporated in 1807. They failed, as did their successors, to satisfy the needs of the town. In 1880, Mrs. Joshua Bennett made adequate provision in this line, when she built the Bennett Public Library, deeding it to an associate of the same name. The building has a capacity for ten or twelve thousand volumes. In North Billerica, the Talbots founded a library in 1880. The first postoffice established in the town came on October 7, 1797.

Industries other than farming have been few in Billerica. The first mill was that of John Parker, on Content Brook, 1660. A mill at the falls of the Shawsheen was mentioned in 1707. The water-power at North Billerica was granted to Christopher Osgood in 1708. Other powers were developed, but it is doubtful whether the lowlands flooded by the dams were not more valuable than the mills erected.

In 1811 Francis Faulkner began the making of woolen goods, the second of its class in New England, and for a century the firm was one of the successful manufacturers of the county. Charles H. Talbot came to Billerica in 1839 and joined by his brother, Thomas, ran a dyewood business until it was burned in 1853. They rebuilt the dye mill, and in 1857 built a woolen mill. In 1849 their chemical works was established. About 1830 Jonathan Hill began the manufacture of various kinds of machinery, the principal one being one for the splitting of leather, invented by Samuel Parker. There have been several saw mills and furniture factories in the different parts of the town. Also a large glue business was done by the Jaquith Brothers, beginning in 1867.

Mention has been made of the large number of Billerica citizens who took part in the French and Indian wars. The Revolution found her well prepared, perhaps because of the part she had played in the pioneer period. "Her minute-men at Lexington and the first soldier to die at Bunker Hill was one of her sons, Asa Pollard." One event which had much to do with the freedom of the first enlistments, was an incident in which a young man from the town was concerned. Thomas Ditson, Jr., was taken by British troops, March 8, 1774, and without trial was tarred and feathered, and dragged through Boston to the tune of Yankee Doodle, the original words of which were first used at this time. The townspeople of Billerica were enraged and protested to General Gage, but without redress. In the calls for troops and money that came during the long years that followed, the town did well its part. At the end of the war both town and people were well-nigh bankrupt. We do not know how many men, or what was the total of the sums, that went into the conflict. When the Civil War broke out, men responded to the first call for 75,000 volunteers. Before the war ended 173 had enlisted, and more than \$40,000 been spent by the town. On the Common stands a shaft of white granite six feet square and twenty-five feet high. On the base of this is inscribed the names of twenty of those who died for their country. To this should have been added four other names of the known lost in the Civil War. This monument was dedicated with appropriate ceremonies, October, 8, 1873.

### BOXBOROUGH

**Statistical**—Population (1920), 298. Registered voters (1924), 141. Valuation of property (1925), \$362,495.

First mention in the records of the State, February 25, 1783.

Parts of Harvard, Littleton, and Stow established as the district of Boxborough. February 20, 1794, bounds between Boxborough and Littleton established. November 4, 1835, the district made a town by chapter 15 of the Revised Statutes. April 30, 1890, bounds between Boxborough and Littleton established. June 14, 1906, bounds between Boxborough and Harvard established. June 15, 1906, bounds between Boxborough and Littleton established.

Boxborough is in Congressional District 5; Councillor District VI; Senatorial District 7th Middlesex; Representative District 10th Middlesex.

**General**—Boxborough is one of the smallest of the towns of Middlesex in area; probably the smallest in population, and the last to be incorporated. This does not mean that it lacks either importance or value of resources. It is one of the leading agricultural towns in the county, the leader if proportion of products to population is considered. For beauty of location it has few equals. Whether drawn by the attractions of its surface, or by the fertility of its lands, the residents of the adjoining towns gradually settled in its vales and on the hills. And there came a



time when these people were not content to have no control over their churchly and political affairs separate from the different sections from which they had come.

Thus it came about that parts were taken from Stow, Harvard and Littleton, and incorporated as Boxborough, February 24, 1783. This was brought about, only after great opposition, for no town cares to have its areas reduced and its expenses increased by the creation of neighbors. Stow, although supplying the larger part from which the new town was to be formed, seems to have had little to say. But Littleton fought the proposition in every way possible. Finally a compromise was entered into whereby "all the polls and estates within the given limits were to belong to the new district, except those of such of the inhabitants set off from Littleton as should return their names to the secretary of the Commonwealth within a year after the passing of the act" of incorporation. A boundary line was established, but as far as former citizens of Littleton who wished to pay their taxes to the mother town were concerned, amounted to nothing. Troubles growing out of this compromise lasted almost into the present century. As late as 1890, there were two farms still assessed in Littleton, although within the legal boundaries of Boxborough.

The history of the town, like that of many others in Massachusetts, concerns itself with three factors, and the story of the progress of the town is along these three lines. Religion was the first, and possibly all important, since the early town formation was determined by the desire for a church and a system of government whereby this church could be taken care of. Next to this in both chronology and logic came the matter of education, for this was held needful for the full appreciation of religion. Highways were naturally attendant features, not only because they were needed to get to the church, but because without them every family was isolated and dependent entirely upon what they grew and made for life and comfort.

The whole movement for a separate town grew out of the purchase of the Harvard Church in 1775. The intent was, as voted by the religious society, "to take down the Old meatting house and move it to the spot agreed upon by the Society and Raise the Same." Mr. Silas Wetherbee is recorded as giving three acres of land "for the use of the Meatting house Lot." There are many other interesting records of the affairs of the society and the moving of the "Meatting house." It seems to have still been in an uncompleted stage at the incorporation of the district in 1783. In this year, however, "hired preaching" was begun with three appointed to get said preaching done for forty pounds per annum. Joseph Willard was the man who accepted the call, but his salary was increased to seventy-five pounds.

The Reverend Mr. Willard served the church for forty years, during which time 265 were baptised and 144 admitted to membership. For a number of years after 1815 the question of either rebuilding the old meeting-house or erecting a new one agitated the community, with a result that neither was done for many years. Doctrinal differences also began to lift their heads. In 1829 the Evangelical Congregational Society of the District of Boxborough was formed, who built their meeting-house on its present site, a little to the southeast of the center of the town. This meeting-house was dedicated by Rev. James R. Cushing, then pastor, June 12, 1833. The First Parish Church kept up religious services for several years after the split in 1829, but eventually became extinct. The Methodist church had its edifice and society functioning for nearly eighty years up to 1843. They were located in the southwest part of the town and had the church building mostly in Boxborough by accident, for a lack of knowledge of the location of the boundary line led the organization, which was really of Harvard, to build in what they thought was their own town, only to find they were across the line into Boxborough. The present Universalist church is of comparatively recent origin.

The record of the first act of Boxborough as relating to education was passed the first year when the selectmen were instructed to see that "four months schooling" should be provided for. It would seem that there were separate terms for males and females; or men and women as it was written then. From 1783 to 1794 the selectmen had charge of educational matters; after that year a committee attended to it. But it was not until 1820 that the School Committee became an established form of handling the schools.

The schools at the time of the incorporation of the district were probably "moveing schools," the teacher doing the moving to different private houses in which the sessions were held. Tradition says that even as early as 1783 there was a school building in Liberty Square, but it seems hardly likely. Perhaps this idea grew out of the action of the town in 1796, when it voted that the district be divided into quarters, each of which was to erect a schoolhouse.

The first school report was issued in 1840. The number of pupils was 92 in the summer, and 143 in the winter. Length of schools in the summer 11 weeks; in the winter  $10\frac{3}{4}$  weeks. The average pay of the woman teacher, including board, was \$9.50 a month; of the men, \$24.00. The schools in the districts and the date of their building, or rebuilding, are: Numbers 1 and 2, sometime between 1852-57; Number 3, 1870; Number 4, 1868.

References in the ancient records to the roads and highways are too few and vague to give more than the fact that they were subjects dis-



cussed in the town meeting, and for them sums were set aside at various times. In 1784 several roads were laid out, and in the next year fifty pounds were voted for repairs. A "turnpike," reported in 1814, is the present main thoroughfare through the southern part of the town, from Harvard to Acton. It was taken over by the county in 1830, and a grant made to Boxborough of \$300 for repairs. In 1845 the Fitchburg Railroad was run across the northeastern corner of the town. Petitions were sent to the company asking for a station to be placed within the township lines, but failed, although later repeated (1873). Instead a station was established in the neighboring town, and given the lengthy title of West Acton and Boxborough. The postoffice was also established at West Acton.

The story of Boxborough, reduced to the simplest terms, is the tale of a quiet farming district which competently has taken care of itself. It is located away from any nearby large market. Railroad and even main highway means of transportation are not at hand. The two streams that hurry through the area never produced the water-power to attract industries. Its interests have always been agricultural. But even in this has it not been benefited by any superior lands, the surface being hilly and much of the soil thin or light. But it is a leading farm town in the county. Its farms are well tilled, and production has been brought to a high level. The hills have been used for a century in apple and other fruit orchards; grapes, berries and vegetables have been extensively cultivated. And the Boston market is, after all, only 27 miles away, which is not far in this day of the motor bus. The farmers have kept modern in their ideas and equipment, the Farmers' Club and the Grange aiding along these lines. Boxborough contains just a few acres less than 7,000, but is one big little town of which its inhabitants are justly proud.

### BURLINGTON

**Statistical**—Population (1920), 885. Registered voters (1924), 456. Valuation of property (1925), \$1,886,339.

First mention in records of State, February 28, 1799.

Part of Woburn. January 20, 1800, part annexed to Lexington.

Burlington is in Congressional District 5; Councillor District VI; Senatorial District 7th Middlesex; Representative District 17th Middlesex.

**General**—One of the few towns in Middlesex that has been almost wholly agricultural in its interests, and whose area has never been penetrated by a railroad, Burlington has gone its quiet way and its history is that of a rural community marked by few great events. It was erected from Woburn, February 28, 1799, and the only change in its territory was made the next year (January 20, 1800) when a part was taken and added to Lexington. Church affiliations led to the separa

tion from Woburn as a town, Burlington having been a parish with its own church from 1730. Distance from the meeting-house in Woburn led the inhabitants of Shawshin, as this part of Woburn was then known, to plan to have one more conveniently placed. And as the church was the core of the civil as well as the religious life, there had to be some division of the land so that it might be taxed for the support of the church. Thus there was the Second Parish of Woburn which built its own meeting-house, and organized its society, November 8, 1735. There were only ten members of this new organization, whose history may be found in the story of Woburn. It is Congregational-Trinitarian and has had few of the theological controversies that split so many of the ancient Massachusetts churches. The old meeting-house weathered the storms, fires, and the ravages of age, and was kept in its original form until 1846, when it was remodeled, as it was again in 1888. There are still in existence papers and an interleaved diary kept by one of the earliest of the ministers of the church, Reverend John Marrett, dated 1799. It gives many of the proceedings of the newly organized town, and reprints of its pages, or a glimpse of the original will well repay one interested in the story of early Burlington.

The Burlington of old was rather more important than many of its neighbors when the land was the thing and transportation was equally divided between all. There was, of course no railroad, this not being built until 1835 (the Lowell) and Burlington was on the main highway and an important stop for the stages between Boston and Concord. In later years the Marion tavern was the half-way house between the metropolis and Lowell. Woburn and the town were nearly equal in population and prominence when Burlington became a town. The number of the inhabitants of the newly created district was more than five hundred. Farming was the industry, and successful. The locale had the same beauty that now characterizes it. Few views excel that to be seen from the top of Bennett Hill in the center of the town. But when a speedier mode of travel was introduced by the iron rails, and when they took a course that brought them on both sides of Burlington, and left it without direct connections, it marked the end of the first era of town history. The population in 1920 was little more than a century and quarter ago (1885). For that matter, it remained somewhat stationary for the first half century, being in 1850 only 545, and in 1910, 591. The various forms of farming have been practiced, milk, fruit and vegetables now being the main products. Stores have been few, shopping being done in Boston and the nearby larger towns. Industries have been few and relatively small. There has been a more marked growth in the last decade than any other, but has grown out of an appreciation of the natural location of the district for residence use, than be-



cause of industry. Shoe-making had its day, grist and saw mills were busy in the early times. Reed Hams brought fame to Burlington as well as to Thomas I. Reed, who built up the business of his father until he was curing several thousand hams a season.

The second town meeting, April 1, 1799, voted \$150 for schooling, the beginning of a school system that has been always ample for the needs of Burlington. There were five schools in the township in 1890; the present tendency is towards consolidation, with fewer buildings and improved teaching. The church erected before incorporation cost nearly a thousand dollars, a large sum considering the time and the fewness of its people. A town hall was built in 1844, and greatly improved in 1879, and provided not only rooms for the business of the town, but commodious halls and rooms for lectures and meetings, as well as housing the postoffice and library. A public library was established in 1858 which soon grew to good proportions. David Simmons of Boston left by will \$1,000, and others have added to the endowment. The public library was the successor to a "Proprietor's library" whose shareholders bought about a hundred books which they exchanged among themselves. This was started in 1813 and lasted until 1842.

The Revolutionary War history is combined with that of Woburn of which it was a part at that time. During the Civil War, Burlington supplied more than \$10,000, when its total valuation was only \$328,461. And of the population of 606 there entered the Union armies eighty-two men, while the women did more than their share in the various war occupations. Burlington's record in the World War can be found in the chapter on that subject.

### CHELMSFORD

**Statistical**—Population (1920), 5,682. Registered voters (1924), 2,640. Valuation of property (1925), \$10,985,095.

First mention in the records of the State, May 29, 1655 (Old Style).

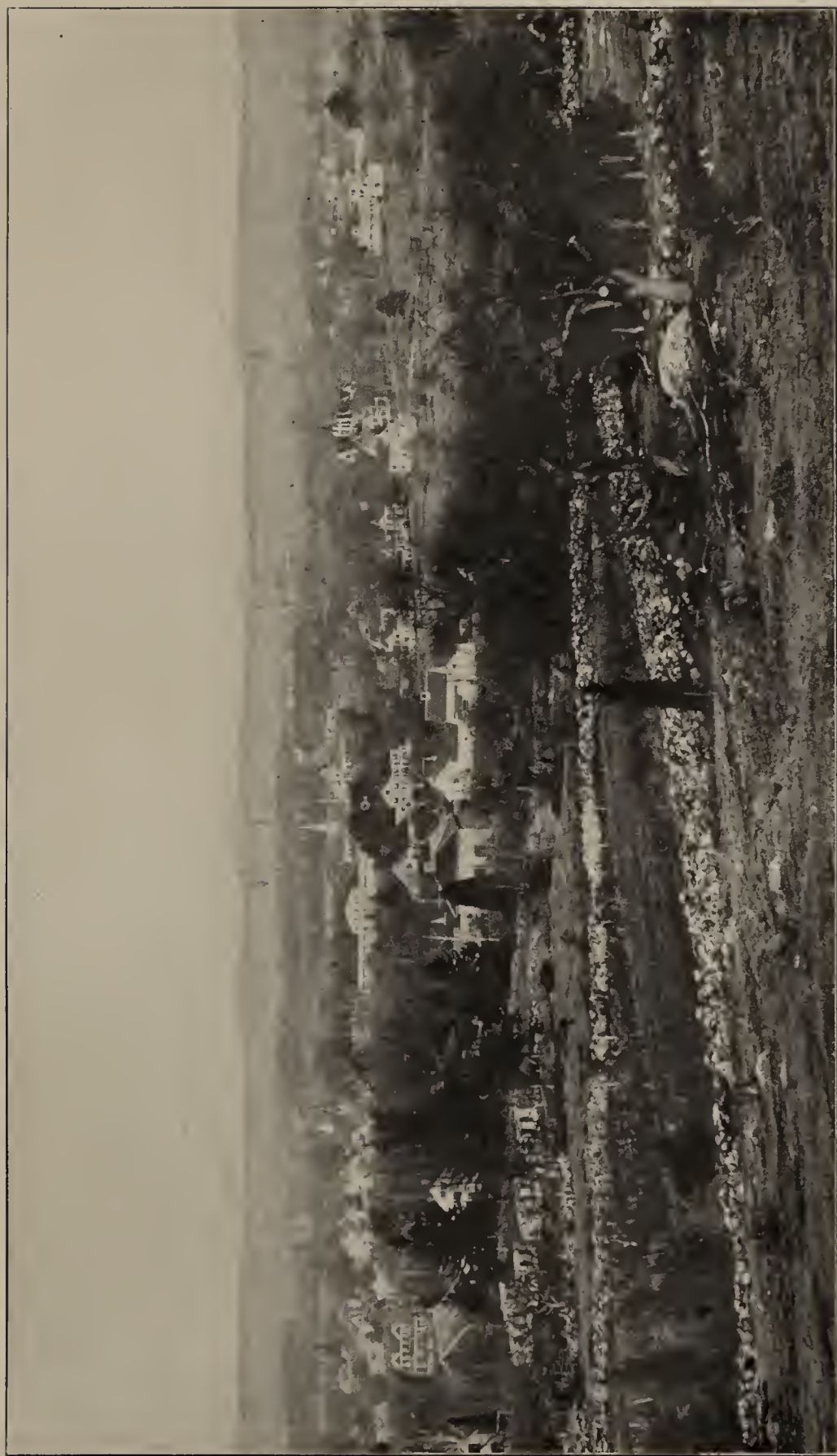
Common land. May 14,\* 1656, land granted to Chelmsford. May 31,\* 1660, bounds between Chelmsford and the Indian plantation at Pawtucket established. June 27,\* 1701, bounds between Chelmsford and Billerica established. November 23,\* 1725, part annexed to Littleton. June 13,\* 1726, "Wameset" annexed. September 23,\* 1729, part established as Westford. April 24, 1755, part annexed to Dunstable. April 28, 1780, part included in the second district of Carlisle. March 1, 1783, part of the second district of Carlisle annexed. March 1, 1826, part established as Lowell. February 17, 1865, part annexed to Carlisle and bounds established. May 18, 1874, part annexed to Lowell. June 23, 1874, act of May 18, 1874, accepted by Lowell. August 1, 1874, the act took effect.

Chelmsford is in Congressional District 5; Councillor District VI; Senatorial District, 8th Middlesex; Representative District, 11th Middlesex. State institutions in Chelmsford are the Middlesex County Training School, and the Almshouse. State official residing in Chelmsford is Senator Walter Perham, Republican.

**General**—The town of Chelmsford was one of the larger sections of the early north county settlements. Established as Common land, May 29, 1655, old style, it covered a territory that included parts or all of Littleton, Westford, Dunstable, Carlisle, and Lowell. With its present reduced dimensions, it still covers more than ten thousand acres, and is bounded on the north by Tyngsborough and Lowell; on the east by Lowell and Tewksbury; on the south by Carlisle; and on the west by Westford. Chelmsford Centre, North Chelmsford, West Chelmsford and South Chelmsford are the four principal villages. Originally the town included the most of the territory lying in the angle of the Concord and Merrimac rivers; "India land," a tract reserved for the Indians whose favorite camping ground it was, being excepted. It grew out of a settlement in the region of Concord and Woburn people who asked the Court for permission to locate, 1652. In 1653 the land having been inspected a grant was given of "six miles square which bordereth on the Merrimac River near to Pautucket." This included the "ancient and capital seat of the Indians" where Lowell now is. John Eliot was preaching to the aborigines of the section at this time, and pled for the saving of the camping site to the Pawtuckets. His request was granted by the Court. The lines on which the settlement was laid out seem to be very different from those of the lands on which the pioneers set up their homes, and over which the "plantation" claimed jurisdiction later. Some seem to have located here before the tract was granted, and quite a number came shortly after. In September, 1654, an attempt was made to secure a pastor, and by the next year, John Fisk of Wenham was persuaded to come, and with him came the most of the membership of his church. The first frame house in Chelmsford was that of William Fletcher, and this was the seat of the first governing assembly in the colony, and here it was voted to build a place of worship. Just when the meeting-house was erected is unknown. The matter of home and religion settled, including government, the next was to provide for increase in life-supporting things. A sawmill on Great Brook, two miles from the present Chelmsford Centre was built by Samuel Adams. For this he was not only given permission to set up flood gates on Heart Pond, but granted 450 acres of land. One hundred acres were added to pay for the building of a "corn mill." Roads were the next needed improvement, and one of the first was from Fletcher's house to the mill, and to the meeting-house. The mill road is now South Street; the "road to the Bay" was the Billerica highway, the main way to Boston, over which the citizens of the various towns had to contribute for the making and care of the bridges.

The colony was fortunate in establishing pleasant relations with the Indians, which stood them in good stead in the Indian troubles which





GENERAL VIEW OF CHELMSFORD CENTRE VILLAGE FROM RESERVOIR ON ROBIN'S HILL, LOWELL, IN DISTANCE





so nearly wrecked the settlements of Massachusetts. They did not escape attack in King Philip's raids, two men being killed and eighteen houses destroyed. This is small as compared with the thousand or more slain in the Colony and the tremendous damage done. At the time—1689, of the French War—there were 18 garrison-houses in the town, caring for 158 men beside their families. Many of the Chelmsford men engaged in this warfare. Meanwhile the Indians gave up their Wamesit grant which was added to Chelmsford in 1868, although it was not legally annexed until 1726. This was the peak of Chelmsford as regards area. Now came the Revolution of the Colonies, and in this the town showed signal loyalty. It not only voted and expressed opinions, but in the more practical matter of defense, munitions and supplies, did their best. When the news came of the attack by the English on the 19th of April, 1775, more than 100 residents set out for the conflict, and assisted in the pursuit of the enemy back to Charlestown. How many of the Chelmsford men were in the troops during the next seven years, or how much was spent by the town in caring for these and their families cannot be known. In the Civil War, records were better kept, and it is known that 229 went from the town, of whom 22 lost their lives. During the war the town incurred a debt of \$27,623, to which should be added thousands of dollars used in ways not mentioned or recorded. A monument to those who served in the Revolution was dedicated in 1859.

The first century of the town was one of strict union of government and religion, the church being the seat of both. The first offshoot in religion was the Baptist church which was formed at South Chelmsford in 1771, and which built a place of worship the next year. (Another was erected in 1836). At its centennial in 1871, the membership was 134. The Central Baptist Church was founded February 14, 1847, and after worshipping in the Academy building, built an edifice in 1868. The Unitarian movement affected the original society in 1824 when it adopted this faith, but held on to its Congregational name. The Trinitarian members after worshipping for a time in a hall, moved to North Chelmsford in 1836 and built the place of worship there. Proximity to the City of Lowell ended the career of this independent organization, and the meeting-house was sold to the Catholics, who under the name of St. John's rededicated it in 1860. The Saint Anne's Episcopal Society was established in March, 1824, when it was located in Chelmsford. The Orthodox Congregational Church of Centre was founded in 1876. West Chelmsford, after it had become a manufacturing village, had for its first church a Union organization, which built in 1848, a pleasing chapel. The Methodists gradually outnumbered other denominations and in 1871 the society became Methodist. The present church was dedicated

January 10, 1888. Going back to the original First Parish Congregational Church, it is interesting to note that it has had five meeting-houses, and that the fourth of these was taken as the home of the Chelmsford Historical Society.

Education was made compulsory by the General Court, and the towns were inspected to see that provisions were made for the schooling of the children. For the first forty years the "moving school" served Chelmsford, the first teacher of the town being appointed in 1696 according to record. There undoubtedly were teachers before this, but no schoolhouse. Chelmsford came under the displeasure of the Court in 1702 for having failed to maintain a grammar school, the offense being repeated several times. After 1711 matters improved and the town never failed to have a school from then on, but until 1727 was often without a grammar school. The first schoolhouse was built in 1718; the second, 1720; in 1792 school districts were established, and by 1800 there were twelve school districts with houses.

The desire for higher education than the district schools afforded found its satisfaction in the Academy founded in 1825. Individuals supplied the money, and a building was provided. Ralph Waldo Emerson was one of the teachers. The Chelmsford Classical School was short lived, but turned out quite a number of students who later became prominent. The building used by this academy later served as the home of the Chelmsford Academy, instituted in 1859, but when the Civil War broke out, many of the pupils enlisted and this effort came to an end in 1862.

Chelmsford was and is agricultural in the main. The land is good, the crops more varied than the grains of the early settlers. The intervals and some of the hills are much used for the grazing of cows and the production of hay and feed for them. Milk is the largest farm product, although many other things bulk large in the total of the shipments from the town. Manufacturing has, from the first saw mill in 1656, been a feature of Chelmsford. Lowell has naturally been the center around which many of the early factories gathered, and in most cases have been gathered in with the land on which they stood, by that city. The forest growth of the section was heavy and wood products have been prominently featured down the years. Mills, both saw and grist have been established in such numbers as not to bear noting. Many have been replaced by manufacturers making other things. The so-called "Third Grist Mill," set up in 1695, by Daniel Waldo, changed hands often, and a variety of concerns used the location. The Merrimac Manufacturing Company finally purchased it and leased it several times until it was sold in 1839. The Ayer Drug Company ground spices and drugs by its power. Worsted yarn was made





THE SAN DAVIS HOUSE, CHELMSFORD CENTRE





here by several companies. From 1872 to 1882 a shoddy mill occupied the location, turning out a quarter of a million pounds of shoddy yearly. This was the last concern using the power, and the end of this famous mill location came in 1889 when even the dam was removed. Bog iron, found in Chelmsford and neighboring towns, was smelted and forged in the town; "stone ore" being brought by the Middlesex canal from the outside and mixed with the native material. Iron foundries and machine shops date from this early iron industry, the Chelmsford being one of the largest of these. The canal went out of action in 1853. In 1867 Asa Swain opened a machine shop that until 1877 did a big business. In 1872 George C. Moore bought an old foundry with the water privilege, and went in the woolen business. This for many years did an increasing business.

In 1790 a fulling mill was started by Moses Hale in West Chelmsford. In 1801 he introduced a carding mill into his works. The Ames Company, the first to manufacture swords in this country, started at West Chelmsford in 1809, removing to Chicopee in 1829. The year 1821 saw what was to be the beginning of the great cotton industry of Lowell. The Merrimac Manufacturing Company already mentioned in another connection, located, built a canal in 1823, and set up factories. The town of Lowell was set up in 1826 and the industry lost to the Chelmsford area. South Chelmsford has always been a rural community, yet the first Lucifer match made in this country was made here by Ezekiel Byam in 1835. These were sold four for a cent. The business grew so large that it was removed to Boston. West Chelmsford was known formerly as the Scythe Factory Village from the Farwell Scythe works located here in 1823. During the Civil War it turned the works over to the making of swords and other weapons, closing down in 1865.

### DRACUT

**Statistical**—Population (1920), 5,280. Registered voters (1924), 1,748. Valuation of property (1925), \$6,067,607.

First mention in the records of the State, February 26, 1702 (Old Style).

Common land. February 28, 1851, part annexed to Lowell. May 18, 1874, part annexed to Lowell. June 23, 1874, the act accepted by Lowell. August 1, 1874, the act took effect. April 1, 1879, part annexed to Lowell.

Dracut is in Congressional District 5; Councillor District VI; Senatorial District 8th Middlesex; Representative District 17th Middlesex. State official residing in Dracut is Arthur W. Colburn, Republican Representative.

**General**—The first settler in Dracut, Samuel Varnum, gave the locality its name, probably from one of the Draycotte or Draycots in England. This Samuel Varnum had received on January 10, 1664, a grant

of 1,100 acres of land on the Merrimac River, and he located his house on what is now Varnum Avenue in Lowell, this section of the city having been annexed from Dracut in 1874. Dracut was not incorporated as a town until thirty-seven years after the first settlement. It was a very large territory, including as it did a section that is now in New Hampshire, and several parts of the present City of Lowell. Joseph Danforth who surveyed the lines of the town as incorporated in 1701-2, and who figured it as containing 22,334 acres, would hardly recognize the shape and lines of the present Dracut. The town is now bounded on the north by New Hampshire; on the east by Essex County; on the south by Tewksbury and Lowell; and on the west by Tyngsborough. More than half of the southern border along the Merrimac has been taken by Lowell, and, as has been mentioned, a great slice of 600 acres was arbitrarily cut off. These carvings of the ancient town worked havoc with its settlements, and led to a great deal of confusion and bickering in the management of the religious and civil affairs of the colony.

There seem to have been five major grants of land in the Dracut region in the pioneer days, and a number of smaller ones, but for some reason only one of the allotments was settled on by those receiving them. The Indian owners of the territory, a tribe of the Pawtuckets, were very ready in selling their rights, and it must be acknowledged that the whites were honest and just in the acquiring of them. The Sachem, Wannalancet, son of Passaconaway, Chief of the tribe, became the friend of the purchaser of their lands, and saved the colony from any of the Indian depredations that so hindered other settlements. When the King Philip War was on, the attitude of the Sachem was misunderstood because of his withdrawal from the district. But it was a case of withdrawal or destruction of his people, and he gave many warnings that helped the whites in their warfare. Despite the aid, Dracut did not escape wholly during the conflict, being twice attacked with a loss of seventeen or eighteen houses. Two of the sons of Samuel Varnum lost their lives while crossing the river, being shot from ambush.

It is unfortunate that the records of the town from the time of its incorporation in 1701 to 1711 are lost. What was done by town and church, and these were one in the early days, cannot be surely known. We know that there was trouble in the divisions of the common land in 1709, which had to be settled by the Court, that roads had been cleared, and a meeting-house talked of and planned for. One of the first town sessions of 1711 chose a site for the place of worship, but the meeting-house in question was not dedicated until September 29, 1716, and was still incomplete in 1718. Also there had been efforts made since 1707, or possibly earlier, to get a minister, but the first, Thomas



Parker, did not come until 1720. It was not until March 29, 1721, that a formal organization of the church was made. This house of 1716 was replaced in 1748, and the second pastor secured. The third edifice was desired in 1793, and a location decided on the next year. The townspeople split over the location, one set wanting the church placed near the geographical center (supposed), the other at Pawtucket Falls in the south where settlements were more numerous. This led to the establishment of a separate church at the latter place on the site of the present Lowell. This was a fortunate choice, for the Merrimac Bridge Company opened their bridge across the Merrimac in 1792, which was a connecting link on the "Mammouth Road" surveyed from Concord, New Hampshire to Boston, one of the most famous of the early thoroughfares. The Central Church went its way and thrived. But in 1830, the Unitarian Controversy, which affected nearly all the Congregational churches in Massachusetts, worked its way in the Central Church which "lost its name, its house of worship, its church property, and came near losing its identity." The Unitarians secured all that was lost, and a new society under the name of the Evangelical Congregational Church of Dracut was formed in 1830, building their home in 1835. The capture of the old meeting-house was not a real success for the victors, for it failed to survive. In its stead, in 1847, the Evangelical Church of Dracut was founded, but was known as Central Church.

Next to religion came education in the plans of the early fathers. Schooling was provided for almost as soon as the meeting-house had been completed. This was probably true of Dracut, but the first record of any action on the subject was that of 1736, when twelve pounds was subscribed for a "reading and wrighting scool." Not until 1750 was the "scool" kept in one place.

The first schoolhouse in the town was evidently not built until 1755, or almost a century after the first settler had set up his home. Just before the annexation by Lowell of a large bit of Dracut, 1873, the number of children in the town between five and fifteen was 320, teachers, 20; amount spent, \$3,690; number of districts, 11. The district system has been abolished, but Dracut has been compelled to maintain a rural school system, but of city character.

Dracut had its Academy fever like many of the towns in Middlesex, the district school not providing any of the upper branches of secondary education. The Dracut Academy came into being in 1833, on the present site of the Varnum School. It prospered for a number of years. It is interesting to note that in 1842, the rates of board "for males is two dollars per week, including a reasonable amount of washing"; for females it was only one dollar and a half, but no washing included.

The military history of Dracut which begins with King Philip's War,

and includes the World War, an account of the latter being given elsewhere in these volumes, is one of which the town is proud. Never strong numerically or financially, it had citizens in nearly every important battle of the Revolution. One item of \$40,000 (Continental money) spent in September, 1780, even with allowance made for the depreciated currency of the day, is a large sum for so small a district. Two companies of minute-men went to the aid of Lexington and Concord. Even a larger number were on Bunker Hill. Perhaps ninety were in the battles leading to Burgoyne's surrender at Saratoga. One of the two divisions on which Washington depended during the awful winter at Valley Forge, was General Varnum's from Dracut. The Civil War found the town ready, and Dracut furnished 218 men (Drake) and the town was all but bankrupted by the amounts subscribed and voted during the conflict.

Dracut has always been an agricultural town, and the principal products have been those taken from the land. Sawmills supplied the early settler with lumber for his home; grist-mills ground his grain; and the first thing in the way of a mechanical industry was connected with the handling of wool. Woolen mills of some sort have been more numerous and successful in the town than any other business. The proximity to Lowell has been a drawback as far as the retaining of any industry, for in the past it has been natural that factories should be located where others were. Places like Centralville would develop around the Dracut works; the next step would be the annexation of the section by Lowell (Centralville was taken in 1851). In 1874 more than a thousand acres were taken from Dracut and added to Lowell. In 1879 a piece from the west side was joined to the city. Collinsville seems likely to remain a part of Dracut, since it is but little north of the center of the town. It grew up around the woolen mills started by Michael Collins on Beaver Brook in 1876. He first leased, then bought the Lawson mill that was there, and in 1886 built a large brick factory, and engaged extensively in the manufacture of overcoating. The village that clustered around the works was made up mainly of employees of the mills, and was for the most part owned by Mr. Collins. He, however, never interfered in the government of the village which has a population of about four hundred. Dracut Center is the largest village of the town, is the social and shopping point for the rich surrounding farming section, and is the seat of a number of factories and mercantile concerns.

#### DUNSTABLE

Statistical—Population (1920), 353. Registered voters, (1924), 161. Valuation of property (1925), \$699,842.



First mention in the records of the State, October 13, 1680 (Old Style).

Common land. January 4,\* 1733, part established as Nottingham (N. H.). July 4,\* 1735, part included in the new town of Litchfield (N. H.). June 8,\* 1747, part of Groton annexed. June 8,\* 1747, part of Nottingham annexed. January 6,\* 1752, part annexed to Groton. June 7, 1753, part of Groton annexed. June 14, 1754, part of Nottingham annexed. April 24, 1755, part of Chelmsford annexed. June 22, 1789, part established as the district of Tyngsborough. March 3, 1792, part annexed to the district of Tyngsborough. February 25, 1793, part of Groton annexed. January 26, 1796, part of Groton annexed. January 29, 1798, bounds between Dunstable and the district of Tyngsborough established. June 18, 1803, part of Groton annexed. June 10, 1814, bounds between Dunstable and Tyngsborough established. February 15, 1820, bounds between Dunstable and Groton established.

Dunstable is in Congressional District 5; Councillor District VI; Senatorial District 8th Middlesex; Representative District 12th Middlesex.

**General**—Although one of the smaller towns in point of population, Dunstable has an early history interesting and enlightening. A frontier region, distant as measured by the standards of that time, it was settled relatively early, and suffered accordingly from contact with the Indian, and the difficulty of forcing from the land a subsistence. To one interested in the frontier life of the Commonwealth, stories of Indian warfare, the struggle to have places and means of worshipping God and to educate youth so that it could better appreciate religion—for this, after all was the object of the early teaching—to one interested in this subject, a study of the several histories of this part of the State will well repay research. All the matters have been gone into with a wealth of detail not possible in this volume.

Dunstable is one of the border towns of the State and Middlesex. Nashua, New Hampshire, bounds it on the north, while Tyngsborough, Groton and Pepperell join it on the other sides. Agriculture, both in the past and in the present has been the principal occupation of its inhabitants. It is fortunate that the surface of the town fits it for farming, being rather of a rolling character than covered with hills and rocky valleys. The intervalles are fertile, and the upper acreage strong.

There is a beauty and variety about the landscape that has drawn the attention of a number to its advantages as a place for summer residence. As the two railroads which pass through Dunstable gave it accessibility, visitors from the cities began to come and spend a part of the year in the section. A few, of whom Dr. Walter Wesselhoeft was possibly the first, purchased land and built summer homes nearly a half century ago. But the movement along this line is of more recent date, the automobile having more to do with it than even the railroad. Although not a hilly region a number of the eminences have been appreciated and named. Forest Hill is the highest of these, being made a station in the trigonometrical survey of the State. Others worthy of

notice are: Blanchard's, formerly a heavy producer of granite: Kendall's, Nutting's Horse, Wall, Hound Meadow, up which a pack of hounds drove some of King Philip's Indians to their death; and Spectacle Hill, so named because of its likeness to a pair of spectacles. A number of small streams flow through the town, valuable now for their beauty, which in the early days gave the means by which the founders of the town ground their grain and sawed their timber. The Uquetty is the main stream from the town flowing into the Nashua River which forms the western border. In the central part are Barnes Brook and Joint Grass Brook, both former water powers, and both tributary to Salmon Brook which makes its way into the Merrimac River.

It is not, however, mills or quarries nor any special industrial enterprises which form the main interests of the section. Agriculture comes first, and the specialty, milk production. Dunstable village is pleasantly located at the meeting place of the main roads of the region. There is a sufficiency of stores; a postoffice has been located here since February 13, 1829. The principal church is the Congregational, although the Universalists also hold services in the village. A thriving library, well kept and supplied with books forms one of the social centers. Good school advantages are afforded in one central school. At one time the town was divided into five school districts, and even into the present century three were retained. But again the motor car has come to the aid of the rural areas and better provisions for schooling are made and in a more central location.

Dunstable was incorporated as a town October 16, 1673, the outcome of a desire of many owners of farms and grants to consolidate their holdings. The original lines embraced more than two hundred square miles, and included the present towns of Dunstable and Tyngsborough with parts of Dracut, Groton, Pepperell and Townsend, Massachusetts, together with the city of Nashua, the towns of Hollis and Hudson, and parts of the towns of Brookline, Milford, Amherst, Merrimac, Londonderry and Pelham all now in New Hampshire. The town is said to have been named in honor of Mary, wife of Edward Tyng, who came from Dunstable, England, in 1630. Probably the term itself is derived from "dun" a hilly place, and "staple" a mart.

The first white settler is supposed to have been a John Cromwell coming from Boston in 1655. Caught in some tricky trading by the Indians, he had to beat a hasty retreat. No doubt there were a few who located on this exposed frontier at very early dates, but they all soon gave up, and the first permanent settler was Jonathan Tyng. Just when he came is unknown. But it is known that when King Philip was destroying villages and their inhabitants—in all, at least 13 towns and



600 people—all the inhabitants of Dunstable sought refuge elsewhere. John Tyng, then thirty-three, fortified his house as best he could, lay in a stock of supplies, and held the place as the lone outpost between the Indians and the towns below.

At the close of the King Philip War, many returned to their deserted homesteads. A community was organized and selectmen chosen. To them was delegated the building of a meeting-house and the securing of a pastor who would serve for fifty pounds a year. The meeting place, probably a small log cabin, was completed in 1678. In it the first minister, Thomas Weld, a graduate of Harvard, held services the next year. Roadways were laid out at this same period. There was growing quite a sizable settlement. But the early history of the area is one of Indian difficulties, and the wars that succeeded each other prevented any permanent growth. In 1696, two-thirds of the original settlers had deserted the section, and in 1689, a count showed Dunstable to be the least populated town in the Province. In this same year (1689) Samuel Adams built the first grist mill at the "Gulf" at Massapoag Pond. In 1711 there were only seven houses in Dunstable and a total of eighty-six people.

The Indian depredations eventually ceased or, at least, were less feared. Dunstable had in 1730 as many as fifty families. But two hundred square miles was beginning to prove rather too extensive a territory to be served by one church, and the founding of a new church meant the founding of a new town organization to care for it. About 1712, certain families had located on the east side of the Merrimac. They later found it inconvenient to cross the river to come to church, so, in 1732, they set up the township of Nottingham. This, by the divisional line of 1741, became a part of New Hampshire and is now known as Hudson. In 1734 an even larger section, then called Naticook, was incorporated as Litchfield. Subsequently a part of the town west of the Merrimac was set up as Rumford, present name Merrimac. The last division of Dunstable was made June 22, 1789, when the district of Tyngsborough was set up. This became a town, February 28, 1809.

The church problem was always the dominant subject of the early towns' politics and troubles, with the schools running a close second. Into these we have not space to go. Eventually dissensions as to the location of both churches and schools divided the town into two parishes. The date of the first church has been already mentioned; the first moneys provided for schooling seem to have been voted December 27, 1748. This was probably funds to pay a teacher who held a "moving school" in changing private homes. A meeting-house was at last erected in the westerly part of the town in 1753, which so displeased the citizens

in the western area that they formed themselves into the "First Parish" of Dunstable.

Many efforts were made to unite the two parishes, one of which almost succeeded in 1787. But it failed like the others and this failure led to the separation of this section from Dunstable as Tyngsborough.

Provisions for school building seem never to have been made. In 1774, the question came up in town meeting but was voted down until after the Revolution. In 1783 the town voted thirty pounds for education, and later in the year, Dunstable was split up into five school districts, a division that lasted almost into the present century.

The town bore well its part in the Revolution, as might be expected of a place planted in an Indian district. The War of 1812 seems to have been unpopular in the community, but its end was joyfully celebrated. The Civil War drew heavily upon the resources and population of Dunstable, neither of which was large. The names of 70 are on record as coming from the town. An account of what this area did in the World War may be found in the chapter on that subject.

By 1800, Dunstable had attained a population of 485. The Middlesex Canal, extending from Boston to the Merrimac River, had just been opened. Lumber, cattle and grain now had access to the Boston and other markets. In 1806, \$700 was voted for the erection of *five* school-buildings! Until the start of the Civil War, Dunstable rode on the heights of its greatest prosperity. The Worcester and Nashua Railroad was built through the town in 1848, but seems to have had little influence on the expansion of the times. The Nashua, Acton and Boston Railroad laid its rails through the center of Dunstable in 1871-73. And in this latter year, the town celebrated the two hundredth anniversary of its incorporation.

## GROTON

**Statistical**—Population (1920), 2,185. Registered voters (1924), 1,056. Valuation of property (1925), \$4,447,869.

First mention in the records of the State, May 23, 1655 (Old Style).

The plantation of Petapawag. June 14,\* 1715, bounds between Groton and Nashoba established. September 10,\* 1730, part annexed to Westford. June 29,\* 1732, part included in the new town of Harvard. January 4,\* 1739, part annexed to Littleton. February 27,\* 1743, bounds between Groton and Littleton established. June 8,\* 1747, part annexed to Dunstable. January 6,\* 1752, part of Dunstable annexed. January 5, 1753, part established as the district of Shirley. April 12, 1753, part established as the district of Pepperell. June 7, 1753, part annexed to Dunstable. February 25, 1793, part annexed to Dunstable. January 26, 1796, part annexed to Dunstable. February 6, 1798, part annexed to Shirley. February 3, 1803, part of Pepperell annexed. June 18, 1803, part annexed to Dunstable. February 15, 1820, bounds between Groton and Dunstable established. May 18, 1857, part annexed to Pepperell. February 14, 1871, part included in the new town of Ayer.



Groton is in Congressional District 5; Councillor District VI; Senatorial District 8th Middlesex; Representative District 12th Middlesex. State institution in Groton is the Almshouse.

**General**—The town of Groton lies in the northwestern part of Middlesex County, thirty-one miles in a straight line to Boston. Its shape is much that of a tea kettle with one branch of the Boston and Maine Railroad running through the spout, while another branch bisects the town from south to north. The Nashua River, flowing in the same direction as this latter branch of the railroad, is the principal water feature of the town. The topography of Groton is rolling with dozens of hills, a number of which are more than five hundred feet above sea level, the highest of these being the Chestnut Hills, once covered with a dense growth of these trees. There are numerous ponds, the largest of these being Baddacook with an area of 103 acres. The many swamps and lowlands which are characteristic of the locality gave it the original Indian name, Petapawage (swamp or bog). The present title was given by Deane Winthrop, a son of Governor John Winthrop who was born in Groton, Suffolk County, England. Groton is bounded on the north by Pepperell and Dunstable; on the east by Tyngsborough and Westford; on the south by Littleton and Ayer; and on the west by Shirley and Townsend. The village of Groton lies along the old Great Road, one of the original main thoroughfares of Eastern Massachusetts, and is the center of the important agricultural district surrounding.

The grant which established the town comprised a tract of eight and a half square miles and included the present towns of Groton and Ayer, as well as large parts of Pepperell, Littleton, and smaller sections of Harvard, Westford, Hollis and Nashua. Its settlement grew out of two petitions for a plantation headed by Deane Winthrop and Lieutenant William Martin, which were granted by the General Court on May 25, 1655. Pioneers soon came to the region, but concerning them and their history there is little data. The plantation was remote, an almost unbroken wilderness. Indians were the nearest and more numerous neighbors, and from them the settlers suffered many hardships. During the years before Philip's War, the tribes were gradually accumulating a supply of arms and growing more and more distrustful of the whites. A military organization had been formed in Groton before 1669. Garrison houses had been erected to the number of five, surrounded by stone or timber walls, sides pierced for gun fire, all ready to receive and protect the citizens in case of Indian attack. On March 13, 1676, the first concerted attack was made. Fortunately warning had been given the garrison houses protecting the most of the inhabitants. Three of the townspeople lost their lives, three were wounded, and two captured by the

Indians. The town, however, was burned including the meeting-house which had been erected in 1666. On the monument set up by the town two centuries later is the inscription:

Near this spot  
Stood the First Meeting House of Groton  
built in 1666  
and burnt by the Indians  
13 March 1676.

During King William's War the town suffered even more severely. In an attack in July, 1694, the losses in killed and captured are supposed to have numbered twenty-five. And this occasion, although the most severe, was but another of many that almost broke up the attempt to settle the Groton section.

Perhaps the years of Indian fighting prepared the town for its activity in later wars. Groton had two companies of minute-men, and the large majority of its citizens were prepared to serve when the Revolution burst upon the country. On the memorable April 19, 1775, the two companies of minute-men, as well as two companies of militia, set out for Concord. At Bunker Hill, twelve residents of Groton lost their lives, "the largest loss experienced by any town in the battle." All through the great conflict the town played a foremost part.

Its record during the Civil War is as remarkable. Schouler says Groton furnished 400 men for public service, which was a surplus of 49 over all demands. Twenty-four were commissioned officers; forty gave their lives. The amount of money raised and appropriated for war purposes was \$31,724.47. In 1862 the State established Camp Stevens as a mustering station in Groton. An account of the part played by the town in the World War may be found in another part of this work.

It is well to realize that Groton was much larger and had a considerable population in the mid-period of its history. In 1790, it was the second largest town in point of population in Middlesex, with 322 families numbering 1,840 persons. Even as early as 1676, Groton had probably 300 residents. In area, its original lines enclosed not fewer than the whole or parts of 10 towns. The most populous period was just preceding and following the Civil War; in 1860 the inhabitants numbered 3,193, and in 1870, 3,584. On February 14, 1871, the town of Ayer, made almost entirely from Groton, was incorporated, leaving the latter with a population of 1,908 in 1875. Since then the growth has been slow but reasonably steady. The figures for 1920 were 2,185.

The desire for the advantages of church and school was the base on which the town was built. As early as 1666 a meeting-house had been



built, and about this same time the first minister, John Miller, came to Groton (1662). His death was recorded in June 12, 1663. Religious services were held, except for the break in 1676 when the church was burned by the Indians, by eight ministers until 1825. This was the period when religious ideas were in a ferment in New England and the Groton church was not immune. A division of the First Parish church was made, a second society formed, January 3, 1827, known as the Union Congregational Church. The Baptist denomination was first represented in the town by the Baptist society formed December 5, 1832. At West Groton, October 7, 1885, a Methodist house of worship was dedicated, marking the entrance of this denomination into the town. Episcopal services were inaugurated in connection with the Groton School at its opening in 1885. The parish is known as St. John's Chapel, the first separate chapel building being dedicated January 8, 1882. A list of the pastors of the older churches up to 1890 is given by Hon. Samuel A. Green in Hurd's "History of Middlesex." Many other interesting facts in the history of the town are mentioned in his work.

One of the famous educational institutions of Massachusetts is located at Groton. In 1792 a voluntary association was formed in the town with a view to the establishment of an academy. The district schools had been established and maintained, but a need was felt for something higher. Lawrence Academy was the result of the movement, and opened its doors in one of the minor schools in 1793. The Legislature made a grant of land in 1797, February 27, in the present county of Aroostook, Maine. The Academy building was enlarged and improved in 1841 with money provided by Amos Lawrence, of Boston, and in 1844, a brother, William, gave \$10,000 to the permanent funds of the school. These gifts led to the change of the legal title to Lawrence Academy in 1845. The Lawrences continued their benefactions through the year that followed. The main building was burned, July 4, 1868, only to be replaced by a brick and stone structure on June 29, 1871.

Groton had one of the earliest of the post offices established in the country district of Middlesex, the probable date being November, 1800. At this time, the postage produced by the town (the rates were high) was on an average of one dollar a month net! Samuel Dana was the first postmaster. A semi-daily mail was established between Boston and Groton in 1849; a tri-daily mail in 1887. It was made a postal order office in 1886, and raised to a presidential rank in 1890. West Groton, then a small settlement, was given a post office March 19, 1850. South Groton had postal facilities in 1849. This latter village, better known then as Groton Junction, because of its location on several railroads, was the nucleus around which the town of Ayer was formed in 1871.

The interests, in the early days, were mostly agricultural. The Nashua

and other streams were used for grist and saw mills. But only a few of these grew to proportions that made them much more than local affairs catering to a farming population. The town is at the present time more occupied with the production of crops than with any manufacturing industry. There have been attempts to branch out, the starch mill of 1832 being one. This was built on the Squannacook River not far from West Groton, and was meant to utilize the surplus of the potato crop. It failed, the building subsequently being used as a paper mill. The mill was replaced several times and had a long and successful career in the manufacture of manilla paper. A paper mill was established in 1841 on the Nashua River, where a dam had been placed some half century previously. The mill has been changed, burned and rebuilt several times.

### LITTLETON

**Statistical**—Population (1920), 1,277. Registered voters (1924), 616. Valuation of property (1925), \$2,133,413.

First mention in the records of the State, December 3, 1712 (Old Style).

Common land. June 14,\* 1715, bounds between Nashoba and Groton established. November 23,\* 1725, parts of Chelmsford and Concord annexed. January 4,\* 1739, part of Groton annexed. February 27,\* 1743, bounds between Littleton and Groton established. February 25, 1783, part included in the new district of Boxborough. February 20, 1794, bounds between Littleton and Boxborough established. April 30, 1890, bounds between Littleton and Boxborough established. June 14, 1906, bounds between Littleton and Harvard established. June 15, 1906, bounds between Littleton and Boxborough established.

Littleton is in Congressional District 5; Councillor District VI; Senatorial District 7th Middlesex; Representative District 11th Middlesex. State official in Littleton is Langdon Prouty, Republican Representative.

**General**—The history of Littleton begins with that of the Indian town of Nashobah, which was, for a year, the official title under which Littleton started. John Eliot, Apostle to the Indians, obtained a grant of land for his converts first at Natick in 1651. Other settlements followed among which was Nashobah. It was the white man's policy to claim all the territory within, and even beyond their explorations, and then later dole it out in sections to the real owners, the Indians. In turn these sections were desired by pioneers and had to go through a process of re-purchase. Often there had been settlements made in these regions prior to any purchase or authority; or in many cases, Indian deeds were secured, which were of little value and complicated subsequent proceedings. All this was true of Nashobah. Groton tried to secure the whole Indian tract. Stow did likewise in 1702. In 1713 the General Court decided by an act that Nashobah was to be made a town for white people, and an act of incorporation was passed the next year.



The date of this is given as December 3, 1715, and November 2, 1714, the latter certainly being the date of the "Act." The name Littleton was given to the new town in honor of Hon. George Lyttleton, M. P., a year later, but through an error in spelling the present form became legal. Mr. Lyttleton, in appreciation of the compliment paid him, sent to England for a church bell which he sent as a present to the town. The change of name was given as an excuse by the person who brought the bell for withholding the gift, which was sold.

The first recorded town meeting was held March 13, 1715-16, the securing of a preacher and a place in which he might minister to them being among the first of the problems to be settled. On May 9, Mr. Benjamin Shattuck was secured at a salary of fifty-five pounds, twenty shillings to be added each year until it reached the princely sum of seventy pounds. He served until 1730, but continued to live in the town until his death in 1763. A meeting-house was build on the Common, and served not only Littleton but those who lived on the borders of Concord and Chelmsford. This attendance of outsiders and their participation in the town's meetings led to the annexation of parts of both Concord and Chelmsford on November 23, 1725. It was not until 1723 that the meeting-house was completed. With Mr. Shattuck's resignation in 1730 came a movement for a new meeting place in a more central location, which, however, brought no results until 1738. The new church was completed in 1742. At the request of Peleg Lawrence and others their estates in Groton were added to Littleton, but the bounds between the two towns were not established until February 27, 1743.

The town had its representatives in the French and Indian War as it had in all others, there being twenty-five who enlisted from the town. One, Colonel John Porter, was accidentally near Lexington on the memorable April 19, 1775, and promptly borrowing a gun joined the minute-men. He served all through the Revolution, being present at the surrender of Cornwallis. During the Revolution more than 150 Littleton men are known to have been in the forces, nearly 75 percent of the eligible males in the population (1776) of 918. The total number of men over 16 in 1777 was only 209. The amount of money used for various war purposes totaled 126,172 pounds, but was only a part of the appropriations actually made at this time. Allowance must, of course, be made for the tremendous fluctuations in the value of Continental currency in these years.

Hard times followed the war, and led to the formation of a new parish or town. There was not only impoverishment, but drought hit the region, 1782-83. There was no money to pay the preacher, and the church was in such ill repair that it had to be propped up. Mr. Foster,

the pastor, moved to the southern part of the town and brought about the establishment of a district which became the town of Boxborough, February 25, 1783, the bounds between the two towns being legally established February 20, 1794. The loss of territory and the return of better times stirred Littleton to build a new meeting-house, the third, in 1792, which was completed in the summer of 1794. In 1801 the town made its first addition of land to a common in front of the church. The third church was torn down and replaced in 1841; in 1882 extensive alterations and additions were made.

Until 1822 there was but the original church in Littleton. On March 14, 1822, the Baptists formed a congregation with a dozen members, and built a meeting place that same year. This was a brick structure dedicated July 9, 1823, which was burned, supposedly by an incendiary, August 5, 1840. The present wood edifice was built at Old Common and dedicated in June, 1841.

Three churches came into being within a few years. The Unionists, or Millerites, built a small house in 1840. Their principal tenet was that the world would end at a certain time, and when the globe kept on its revolutions, the society dwindled away. The Universalists bought at auction the Unionist church in 1846 and thrived until the building was burned the next year. The Orthodox Congregational church, formed March 22, 1840, survived. The most of the members were drawn from the town church, which had become Unitarian; their meeting-house was completed in the autumn of 1841, to which many changes have been made since. As far as records show, the first school in the town was started on March 23, 1725, the teaching being held in three parts of the area. Not until 1732 was school held in one place, and no school-houses were furnished by the town until 1796. Five school-buildings were voted for at this time, but four were all that were built, Centre failing to get the one that section wanted provided until 26 years later. The original four schools were: the North, East or Newton, the South and the East, which was near the present location. The Centre school was of brick and stood until it was torn down in 1886 to make way for the town hall and library, in which the bricks were used again. The North was moved to near the present location of the North school, a new one was put up at Nashoba, and in 1821 three of the others were replaced by new structures. The Centre and Old Common schools united as a graded school in 1867, and during the next decade all the other houses were rebuilt. A high school was instituted in 1888, which has since been enlarged and its courses greatly added to.

The Littleton Lyceum, organized December 21, 1829, was one of the principal factors in the growth and improvement of, not only the schools, but the literary and cultural life of the town. Littleton is credited



with having one of the earliest of the libraries in the State, established in 1826. Starting as an association with a collection of theological books, there was later added a number on agriculture. This association, or book club, was, until 1884, the sole public source of reading in the town. In this year an unknown benefactor offered to give \$10,000 for the founding of a free library upon the condition that the town appropriate a like amount. Five thousand dollars of the gift was to go for books, the other five to be used as a fund, the interest of which was to go towards the replenishment of the library shelves. The library was to be called the Reuben Hoar Library. These and other minor conditions were met by the town, and a splendid structure was dedicated July 28, 1887. The mysterious founder at this time wrote:

"About fifty years ago a resident of Littleton became involved and obliged to fail in business. Reuben Hoar, his largest creditor, was made assignee. After looking over the assets, and finding that if sufficient time were given they might realize just about enough to pay the debts in full, Mr. Hoar said to the man, 'I make you my agent; go on, collect and distribute until you have paid their just due, and if there is nothing left, I will furnish you the capital to start again.' . . . When the estate was settled, leaving a sufficient surplus to pay Mr. Hoar his legal and proper commission as the assignee, he refused all commission. It is by the careful use of that small residue by two generations that the means have been acquired with which to found this library in honor of Reuben Hoar

By the Donor."

Other gifts and bequests have added from time to time to the resources of the library.

Littleton has from its early days been a rural community where agriculture was the principal industry. Manufacturing has never reached any great prominence, the factories being small, the number employed few. And many even of these were related to farming such as canneries, fruit evaporators, and the making of lacteal materials. During the Revolution there was a factory for dressing cloth; a tannery was in existence later; and a brick yard tried to be successful as late as 1880. At Common there was a factory making elastic web supplies in 1890. In keeping with its rural character, from the first there were grist and saw mills. The town is rolling in terrain, with numerous ponds and small stream, the latter of which supplied some water-power. But it was the soil that drew the pioneers on it have developed the various phases of agriculture, from the specializing in grain to that of milk production. Fruits were found to do well and the apple was heavily planted. Vegetable growing is a specialty of more recent times. Appreciation of its natural advantages from the residential standpoint is the most marked feature of the present century, and a steady and substantial growth has taken place along these lines.

## PEPPERELL

**Statistical**—Population (1920), 2,468. Registered voters (1924), 1,149. Valuation of property (1925), \$4,458,867.

First mention in the records of the State, April 12, 1753.

The second precinct of Groton made the district of "Pepperell." August 23, 1775, the district made a town by general act. February 3, 1803, part annexed to Groton. May 18, 1857, part of Groton annexed.

Pepperell is in Congressional District 5; Councillor District VI; Senatorial District 8th Middlesex; Representative District 12th Middlesex. State institution in Pepperell is the Almshouse.

**General**—When the settlers of West Groton desired to be set up as a separate parish, they described the place as "good land, well situated" which is still a correct description of Pepperell. The "situation" is along the west side of the Nashua River in the northwest part of Middlesex. The northern boundary is New Hampshire; on the east are the towns of Dunstable and Groton the Nashua River lying between; south is Shirley; and on the west Townsend. Topographically Pepperell is hilly in the west, gently rolling in the center, and inclined to be flat and sandy in the east along the river. This makes for a wide range of agriculture, which is an important occupation of the town. Milk is the main product of the central portion, while vegetables play a large part in the crops of the eastern section. Fruits do well over almost the whole town. The scenic beauties of the region have become well known, and the summer visitor is a welcome source of income. Hotels and boarding houses have multiplied although the business done by these has lessened somewhat since the coming of the automobile. Many fine estates are to be found in the section.

There were few settlers in the region until the the Indian troubles of the early days had ceased. With the coming of peace, 1720, the adventurous began to cross the Nashua River to locate in this western wilderness. Most of the new comers remained by the Nashua, which was fordable in places, their homes being placed near the fords. They thus were within a reasonable distance from their church in Groton. In two decades the number had become large enough to make them realize that they should have a meeting-house of their own. In 1742, the forty families then resident petitioned for the setting "up of ye lands . . . to be a Separate and Distinct Precinct." The petition was granted, the old Townsend road being the line from which the bounds were located. A change made in the lines of Dunstable about this time, left a triangular strip about three hundred rods wide on the Townsend road and extending five miles eastward. This became a part of Groton, but was added to the new precinct in 1751. In 1803, about four acres of this on the southern edge was ceded again to Groton.



The second meeting of the parish, held February 16, 1742, saw the first plans made for the meeting-house for which it had left the mother town of Groton. But, as was usual, there was a disagreement as to location between those who had their homes on the river and those who did not approve of building a church on the extreme side of the town. The problem was carried to the "Great and General Court" which ordered it placed on the site of the present First Parish Church. A building was erected and made fit for use by 1745, but seemingly was never completely finished. There was also trouble in getting a minister, but the one secured proved to be a remarkable man. Of the two great men of this period in Pepperell this preacher, Joseph Emerson of Malden was one; Colonel William Prescott was the other. Their service to Pepperell overlapped in point of time. Emerson was a militant clergyman; Prescott, a godly, military man. Rev. Mr. Emerson was called September 25, 1746, and was offered a settlement of one hundred and twenty pounds, about sixty-one pounds yearly salary, and thirty cords of wood. To this was added in January of the next year forty acres of land within a mile of the meeting-house, and, when the parish consisted of a hundred families of rateables, twelve pounds, ten shillings was to be added to the salary. At this time the number of rateable families was seventy-two, indicating a healthy growth. The formal organization of the society took place on January 29, 1747, with a membership of fifteen males and an unknown number of females. A new church was built in 1769. At its dedication the next year, Mr. Emerson drew attention to the fact that the number of families in the parish had increased more than a hundredfold, to 152 in fact. Pepperell was on its way to becoming a populous town. During Mr. Emerson's pastorate, of nearly thirty years, he baptized 807 and admitted into membership nearly 200 persons. His ministry extended to the days of the Revolution. In the summer of 1775 he visited his parishioners in the Continental Army at Cambridge. Tradition has it that he made the first prayer offered in the camp. He caught cold while on the visit and died October 29, 1775. A successor to Mr. Emerson was not secured until after the Revolution.

A second name associated with the early history of Pepperell, is that of William Prescott. He was of Groton birth, February 20, 1726, located in Pepperell or a part which became Pepperell, at the age of twenty, was prominent in all the martial affairs of the Colony, and died revered by all who knew of him, October 13, 1795. When persecution overtook the Colonies, Pepperell was foremost in protest and action. Prescott who had served in the French War, was appointed Colonel of the minute-men of the district, which included Pepperell, Hollis and Groton. When the news came of the April 19, 1775, fight at Lexington,

Prescott marched his men to Concord and Cambridge, where he and his men enlisted for eight months, the "probable duration of the war." The company was ordered to fortify Bunker Hill. When in the morning the fight was on, Prescott was seen by General Gage on the parapet of the fortifications, and asked whether he would fight. It was a brother-in-law of the Colonel who answered, "Yes Sir; he is an old soldier and will fight as long as a drop of blood remains in his veins." It was said of Prescott when the battle was over, "He had not yet done enough to satisfy himself, though he had done enough to satisfy his country. He had not indeed secured a final victory, but he had secured a glorious immortality." Of the Pepperell soldiers at Bunker Hill, eight were killed and the same number wounded. Few, if any, towns of equal size supplied so many men and supplies during the Revolution, as Pepperell. A volunteer company formed in 1820 and known as the Prescott Guards, was one of the first in Massachusetts to respond to the news of the Civil War in 1861. This body was a part of the "Old Sixth" which was attacked in Baltimore on another April 19th, the result of which was to inspire a rush of enlistments. Altogether there were more than 150 of Pepperell's men in the various armies of the Union, 16 of whom lost their lives. How her citizens answered the call of America in the World War can be found in the chapter on that topic.

The census of Pepperell in 1790 showed the population of the town as being 1132. An almost wholly rural community, it has had a very steady growth. Between 1885 and 1895 the population rose to its peak with more than 3,000 indicated, this being the period of greatest industrial expansion. The 1920 figures are 2,468.

Schooling was first provided for the "West Parish" in 1741, and in 1749 the parish was asked to provide a place if it desired to have money apportioned it for teaching. This was evidently done and by 1753 they were providing much of their own teaching funds, there being schools held in three places the next year. There seems to have been no schoolhouse until 1764 when one was built at Pepperell Centre. In 1772 the town voted to build four more, each being a squadron, or district, as these were called after 1809. The squadron or district idea was probably fitted to the times, but after the abolishment of districts in 1868, the schools and the schooling of the town underwent a vast improvement. Many of the district schoolhouses have been abandoned, the present tendency being to consolidate so as to have larger and more completely equipped educational centers.

In 1880, there being the required number of families in Pepperell, provision was made for a high school. An academy, which had been founded in 1833 and which for years had been remarkably successful, provided the building for the first high school in Pepperell. In 1888 a new



structure was put up on Chase Hill, to which the High School was removed. One of the auxiliaries to schooling was the library and lyceum, both of which started in 1827 under the name of the Washington Fraternity. They not only exercised their minds and voices in debate, but gathered together more than 400 books. When the Academy proved a success, the library was kept at that school. It was not until 1877 that the town made provision for a public library, and the few remaining books of the Washington Fraternity were turned over to the town authorities. From this lowly beginning came the present Lawrence Library, beautifully housed and containing 19,000 volumes. Addie W. Gowing is the present librarian.

The original church had its troubles in later years and in 1832 divided, both claiming to be the First Church of Pepperell. Legally the smaller, but wealthier part retained the right to the title, and the old meeting-house was remodeled in 1836, and rededicated. The Second Parish, organized as the Evangelical Congregational Society, dedicated a new house of worship in 1832. This edifice was burned in July, 1859, and an even larger one built the next year. Methodism in Pepperell started with a "class" in 1855, and a chapel was built in Babbittasset in 1873.

A Catholic Mission was established in the Depot Village in 1871, and a chapel erected. In 1881, this was rebuilt as a large and attractive church.

Probably the most helpful happening of the last century for Pepperell was the building of the Nashua and Worcester Railroad in 1848. Although it was put through on the west side of the river, and only passed through the small section of the town known as the "Gore," it gave a great impetus to growth and industry. A station for the town was erected opposite Babbittasset, where developed a vigorous village connected with the other by a bridge. Pepperell Centre was now within one mile of the railroad. At this time, this part of the town of Pepperell was still a part of Groton, but joined the former in 1857. Previous to the coming of the railroad, Pepperell was strictly a farming district, rather badly off for means of transportation for people and crops. A main highway passed through the lower part of the town, and teamsters carried the crops by slow travel to Boston, bringing supplies on the return trip. Stages provided the main means of personal travel. Five roads met in the principal village, whereby it derived its name, Centre. Taverns and stores became plentiful here, there being a famous tavern as early as 1769. This was removed to make room for the Congregational Church in 1832. The railroad changed the mode of travel, and many of the concerns since doing business started at this time, or made a marked advance. Mills had been built relatively early. A carriage shop was started in 1817 by Joseph Breck which did well for many years, cutlery,

leather, cotton and woolen articles were also made on a small scale. In 1866 a paper mill began business which was burned out twice, 1872 and 1884. It was not rebuilt the last time. A mill privilege was utilized by the Blake Brothers in 1835 which made in addition to other things, a turbine wheel, invented by one of the family. In 1834 a paper mill was started at Babbittasset Falls on the Nashua, a water power used since before 1730. This was the making of the village, but was burned, rebuilt by others and after many changes of ownership came under the jurisdiction of the Fairchild Paper Company. The Champion Card and Paper Company, an adjunct of the Fairchild, started in business in 1880. The success of this encouraged further developments, and the Pepperell Card and Paper Company was organized in 1889.

Boot and shoemaking began its career in the town in 1824 when John Walcott began on the smallest scale, with two rooms. A cutting shop was established by Putnam Shattuck in 1834 in the North Village, but this was removed to the Centre in 1842. In 1848 Albert Leighton of Westford came to Pepperell and later also engaged in shoe making in the Depot Village. He not only built some of the first structures in the lower village but was one of its greatest benefactors. His sons carried on the business, and organized as the Leighton Brothers in 1884, having one of the best plants in this part of the State.

### SHIRLEY

**Statistical**—Population (1920), 2,260. Registered voters (1924), 654. Valuation of property (1925), \$3,111,106.

First mention in the records of the State, January 5, 1753.

Part of Groton established as the district of Shirley. January 25, 1765, certain land known at Stow Leg annexed. August 23, 1775, the district made a town by general act. February 6, 1798, part of Groton annexed. March 3, 1846, bounds between Shirley and Lunenburg established. April 25, 1848, bounds between Shirley and Lunenburg established. February 14, 1871, part included in the new town of Ayer.

Shirley is in Congressional District 5; Councillor District VI; Senatorial District 8th Middlesex; Representative District 12th Middlesex. State institution in Shirley is the Industrial School for Boys. State official residing in Shirley is Robert H. J. Holden, Republican Representative.

**General**—At the “anniversary meeting on Groton, March 1, 1747,” a petition from certain outlying portions of the town asking to be made a precinct “to attend public worship,” was granted. It was not until six years later, however, that the division consented to by Groton was approved by the General Court. This irregular section, about seven and a half miles north and south, and about half as wide became the town of Shirley in January, 1753. A slight change in the southern line added a small bit of territory in 1765, and in 1871, all the land east of



the Nashua River was set up in the new town of Ayer. Its present area is about sixteen and a half square miles. Beginning on the north and going around Shirley by way of the east, one finds it surrounded by Groton, Ayer, Harvard, Lancaster, Lunenburg and Townsend. The distance from Boston is thirty-eight miles; the name derived from that of William Shirley, governor of the Province at the time of its incorporation.

The town probably had as its first settler in 1720 one who had few neighbors for a number of years. Yet at its separation from Groton, there seems to have been nearly 400 people within its limits. Its beautiful, healthful location, with much soil that was fertile and easily tilable, must have been the attraction in the pioneer days. Probably the water powers were also appreciated, for it is a town of many streams. The Nashua, Catacunemaug (or Bow as it is better known), Squannacook and Mulpus rivers, all were, and are, capable of driving mill wheels. After the early cultivation of the land, attention was soon paid to using the power of the streams, and quite a manufacturing section was developed. There was a gradual increase of mills, with an attendant multiplication of population, until a height was reached in both about 1875. In that year there were forty-two industries listed, but from that time there was a steady diminution in the number until, in 1885, there were only eighteen manufacturing concerns in the town.

The first mill in the Shirley district was, naturally, a grist-mill. The land yielded well, but the grain was of little use until ground. According to Mr. Butler ("History of Groton"), John Prescott and his son built a mill on a small stream on the southern boundary. This was in 1673 and was used to grind grain for nearly 250 years. For quite a long time it was the only mill in the neighborhood, and was so busily engaged that only the second and sixth days of the week were allotted to the grist needs of Groton. As the district now Shirley was first settled in the north area, all the grain had to be carried from three to ten miles over roads that were hardly trails to this mill, or to the one built by Prescott in 1681 on Stony Creek in Westford. The first mill erected in the present area of Shirley was that of William Longley and William Hazen about 1750. Sawmills next came into use, the first being that of Samuel Hazen, built in 1829 on the north branch of the Catacunemaug River. It was swept away by the bursting of the pond which held its waters in 1856, but not before the hamlet of North Bend had been established around it. The lumber business grew in importance, the first half of the nineteenth century seeing the peak of the wood-working industry. Among the names of some of those engaged in the use of the timber, some of whom are still in business are: Gilbert M. Ballou, who bought the George Davis Mill in 1886; Peter Page, and the Woods who suc-

ceeded him, who in turn sold to Alvin and Edwin L. White, who specialized in the making of baskets, as well as the heavier wood products. Flax and wool were two of the supplies from the surrounding farms that needed utilization by power. The hand making of cloths and clothes was an arduous task. A little "clothiers mill" was built on the Squannacook River in 1739 by Elisha Rockwood. Son followed father in this business, which continued until 1836. The mill was never large nor important, yet it introduced what was to become the principal industry of Shirley. The second "clothiers" mill was that of Francis Harris; the third was built by Joseph Edgerton; the fourth and last by James Wilson on Mulpus Creek. Wilson also ran a carding business. The "clothiers mills" were closely associated with cotton mills, these being established but a few years later. It was these factories for the manufacture of cotton goods that brought prosperity and growth to Shirley. Various circumstances reduced the number of cotton mills, until there were only two in 1884, the Phoenix and Fredonia Mills which at that time closed their doors. This latter, the fourth in order of erection of the cotton mills, was built as the Fredonia in 1832, and incorporated February 16, 1832. At the time of the Civil War, the factory ran 3,280 spindles and 68 looms, employing 60 operatives; the yearly output was 1,189,000 yards of light brown sheetings. The Phoenix mill, the largest and sixth in the order of establishment, was put up by the Shaker Community in 1849. The first tenant of the property was the Steam Mill Company which soon changed its name to Phoenix which began their operation in 1852. They had 5,688 spindles, 3,168 mule spindles, 2,520 ring and traveler spindles and 130 looms. One hundred were employed and the annual output was more than a million yards. As has been noted, these were the last two of the mills to shut down in 1884. They were bought soon after, the Fredonia, by C. W. and J. E. Smith, who promptly opened it; the Phoenix, in 1888 by the Samson Cordage Works, who began the manufacturing of all kinds of cotton cords and lines, although the use made of the Shirley plant was more in the making of yarns which were sent to the cording mills of the company elsewhere. Other cotton mills which had their part in the history of Shirley were: the first, 1812, nearly on the site of the later Munson Yarn-mill, built by a Harvard company, and said to have been the third cotton factory in the country; the second, known as the Fort Pond Mill, later combined with the Shirley Cotton Mill, which was the third chronologically; the fifth, known as the Lake Mill, and operated by the Fredonia Company; the seventh, the Munson, or New Mill. Paper making was introduced in the town in the later years of the eighteenth century, Jonas and Thomas Parker being the pioneers. They built a small factory on the Catacunemaug, a rather simple affair. The Edgerton Company opened the



second mill on the Nashua River. Possibly the most memorable fact in connection with this mill was the invention of a fire dryer in 1833 by H. P. Howe. This greatly reduced the time and labor required by the air-drying methods then in use. This mill, one of the largest, was burned in 1837 but rebuilt on even a larger scale by Eli Page. The fifth paper mill, built in 1868, under the ownership of B. S. Binney, was a large producer of asbestos paper.

Important as is the industrial history of a town, its civil record always contains many items of interest. The first meeting of the newly created district was held March 1, 1753, in the home of one of the citizens, John Whitney. Almost the first act of the town was the securing of a meeting-house not only as a place of worship but one in which the affairs of Shirley might be conducted. Until 1839 the simple building erected in 1754 served both purposes. At this later time, however, doctrinal differences in the church came to a head, and the two were separated. The first Congregational Society, formed in 1822, became the legal owners of the "meeting-house" which they then enlarged and improved for their own exclusive religious use. The town was under the necessity of building a town hall, but no actual efforts were made in this direction until 1847. A legacy of \$500 had been left them in the will of James P. Whitney, who had died that year. This was to be applied to the "building of a town house, with a commodious hall for the holding of town meetings, and suitable rooms for the keeping of records . . . providing that said hall shall be located in that part of the town which is now considered the center." The legacy was accepted, to which had been added by the brothers of James Whitney, Thomas and George, a sum of equal amount, and a town hall built and opened September 19, 1848. The total cost amounted to \$2,953.75.

How slow was the growth of Shirley in the beginning may be judged from the fact that not until 1811 was there a post office in the district, this being in charge of the Thomas Whitney already mentioned. Not until 1837 was an almshouse secured. Until that time the unfortunate pauper was auctioned off to the lowest bidder for his lodgment. The home and a hundred-acre farm of John Whitney was purchased in 1837 where the poor of the town were cared for until 1853. At this time the number needing help from the place was only three or four and provisions were made for these in private families. A burial ground was secured from Groton in the second year after the organization of Shirley, but the lines of its boundaries had become lost and so little of the original site remained in 1864, that more land had to be purchased. This was added to by Thomas Whitney the next year through a gift of \$500. This land was taken up for the most part by the church lot and com-

mon. In 1849 the town purchased lands for a new cemetery along the Catacunemaug, at South Village.

Although the town of Shirley was organized for the purpose of having religious service within a convenient distance—the nearest church being three to nine miles away in Groton—it was some years before preaching was secured. As already told, a meeting-house was built the next year after incorporation. It was a “rough structure, ceiled on the outside, without seats or pews.” Seating was provided some years later, the first pew being built at the right of the pulpit for the minister’s family. In order to have a settled minister, legal permission to lay and collect taxes for the same was given by the Legislature, September 26, 1755. The next year a Mr. Goodhue was called to the vacant pulpit, but declined because his desire that “a mile of the territory of Lunenburg be annexed to Shirley” was not acceded to. After other refusals, on February 25, 1762, Rev. Phineas Whitney was secured. The town agreed to pay him £133 6s 8d and land on which he built his home. He remained as pastor for forty years when he was stricken with paralysis.

Meanwhile a change had taken place in the religious unity of the town. In 1781, the Shakers, some of whom had lived in the southern part of the town, formed a community. Elijah and Ivory Wild were the original movers, with the aid of the founder of the society, Mother Ann Lee, who visited them. Their manner of living and conducting religious services was misunderstood, and a committee was appointed by the town to talk matters over. Evidently a closer acquaintance proved enlightening, for no report seems to have been made by the committee, nor were the Shakers interfered with. The Society grew, at one time having nearly a hundred members. A part of their contribution to the industrial life has been mentioned, the Phoenix Cotton Mill. They were always an industrious people, and made a large variety of articles.

The Universalist Church, organized September 21, 1812, grew out of the preaching in the town of Rev. Isaiah Parker. The first meeting-house was dedicated January 9, 1817, a very small building. In 1845-6 this was greatly enlarged and improved, and a hall created in the upper part which was used by the Fredonia Lodge of I. O. O. F. In 1869 the church building was sold to Norman C. Munson who fitted it up as a public hall, which for many years served the town as its place for social and public meetings. The Universalists, in 1870, built a splendid structure in the style of the English Gothic, which is their present home.

Shortly after the death of the first minister of the First Parish Church, the First Congregational Society was formed, March, 1822. As an organization separate from the municipality, it was for twelve years without regular preaching. In June, 1834, Rev. Seth Chandler became the settled pastor, and continued as such for more than forty-five years.



From the date of the organization of the town and church, 1762 to 1879, this body had only three pastorates, including a short one of three years. The church building was improved in 1839, 1857 and 1867.

The Trinitarian Congregationalists held their first meeting in the house of Miss Jennie Little, February 3, 1828, and laid plans for the perfecting of an organization. Accordingly, on March 12, the Orthodox Congregational Church of Shirley was formed with sixteen members. Land was given by Miss Little the next year and in 1829 the church erected. It was of brick and was used for two decades, when the Society removed to South Village. Here a new edifice was erected in 1851, and was enlarged and renovated twenty years later.

The Baptist Church had its start in April of 1852, and formally organized February, 1853, and a chapel built. This was improved in 1873 and 1889. Real estate to the value \$1,000 was left the church by the will of Miss Maria Hartwell in 1876.

The first account of any school being held in Shirley is recorded as May, 1757. This was in a private house, but was aided by the town.

The first school building was put up in the "Centre" where sessions of a few weeks in length were held at convenient seasons. This soon proved too small and the town was divided into three districts, and schools held in each. Only the Centre had a building of its own, being located near the Parish Church. The present North school occupies the site of the old which it displaced in 1844. The South school building became later a private residence. At a later period came a redivision into six districts and buildings erected in each. A seventh was the Shakers' school, and in 1846 the third was divided, making eight. Three of these were village schools, the rest rural. From 1830 to 1855, nearly \$25,000 was expended by the town in new school buildings, the most of which were of brick construction. The Shaker school was discontinued in 1889.

The first public library of Shirley was the Social Library of 1790 formed under the leadership of the minister, Phineas Whitney. It consisted of a hundred books, and of them the boast was made that "not a work of fiction was on the shelves—nothing of an ephemeral character." This library proved ephemeral if not its books. In 1839 another association was formed for the circulating of books by the ladies of the First Congregational Church. The Orthodox Church established a reading circle, the books of which were offered to and accepted by the town in 1884 as the basis of a public library.

The town of Shirley was formed during the French War, some of its people and first officials serving in it. Not many years later the Revolution found them patriotic and ready. When the Boston Port Bill was passed, the town met on January 18, 1775, and planned for the securing of moneys for the "poor of Boston and Charlestown." And

when the alarm came from Lexington a few months later, "every man old enough to bear arms, except seven, volunteered his services and marched to Cambridge," eighty in all. Thirty-eight answered the first call for volunteers in the Continental Army, and from then on there was a steady stream of men leaving for the front. Many of the Shirley men were members of the 15th Continental Regiment, which distinguished itself in the campaign against Burgoyne, and at Valley Forge, Monmouth and Yorktown. The town meanwhile did its full share in the sending of needed funds for payment of the soldiers and their equipment.

Shays' Rebellion, which followed in the hard years succeeding the end of the war, saw a company of Shirley men, in January of 1787, joining in the movement to suppress the court at Springfield. Nathan Smith, one of the ringleaders in the movement, lived later in Shirley until his death at the age of ninety-six (1834). The War of 1812 was unpopular, but the town did not resist the draft. Nathan King (2nd) was the only known soldier in the Mexican affair.

The outbreak of the Civil War aroused Shirley, and the town fathers promptly passed a measure to pay volunteers \$12 a month, and a like amount to those depending on them in case "they fall in battle." The Fifty-third Massachusetts Regiment was joined by a company of Shirley men, under the name, Munson Guards. In response to later calls for men, the town each time supplied its quota. In all ten percent of the population, or 138, were in service. Two were in the Navy. Twenty-one paid the supreme sacrifice.

### TEWKSBURY

**Statistical**—Population (1920), 4,450. Registered voters (1924), 775. Valuation of property (1925), \$3,700,665.

First mention in the records of the State, December 17, 1734 (Old Style).

Part of Billerica. March 29, 1834, part annexed to Lowell. June 5, 1874, part annexed to Lowell. May 17, 1888, part annexed to Lowell. May 21, 1903, bounds between Tewksbury and Andover established. April 30, 1906, part annexed to Lowell.

Tewksbury is in Congressional District 5; Councillor District VI; Senatorial District 7th Middlesex; Representative District 17th Middlesex. State institution in Tewksbury is the State Infirmary.

**General**—The story of Tewksbury is that of an agricultural community which has steadily given of its best in men and territory to build up larger places. The northern part of the town included, in the early days, the famous Indian town of the Wamesit Indians. This was located at the juncture of the Merrimac and the Concord rivers, was noted for its fish and the fertility of the surrounding country, an Indian paradise. This land, except a small reservation was purchased from the Indians, and five hundred acres of it was included in Billerica until the town of



Tewksbury was incorporated December 17, 1734, when it passed into the keeping of the latter town. For a century it so remained, but on March 29, 1834, the first of the annexation to Lowell began, the second being in 1888; the third in 1905. By these not only did the Indian camping grounds become a part of Lowell, but one of the villages of Tewksbury was lost as well. When the town was set up in 1734, the number of acres taken from Billerica was supposed to have been 9,000, but before the last piece was given to Lowell, the town still consisted of more than 13,000 acres. Attempts were made in very early time to make a town of the northern part of what is now Tewksbury. In 1725, several wanted to incorporate the whole of the 2,500 acres of the Wamesit purchase, and perpetuate the name of the "Praying Indians," but the endeavor failed. Later, because of the inconvenience suffered by the residents of North Billerica in getting to church, they asked the people of the town to either build for them a meeting-house in "the center of the town . . . or set them off, so that they could maintain preaching among themselves." Billerica granted the last part of their petition, giving permission to erect a separate town from two-thirds of the land between the meeting-house and the Andover line, by a parallel line extending from the Concord River to the Wilmington line, "if the inhabitants of the south-easterly side of the Shawshine River be willing to join them." On this basis Tewksbury was incorporated. Why it was given the name of Tewksbury is unknown, for there seems to have been no family in the district which came from the English place of that title.

Tewksbury is bounded on the north by Dracut and Andover, the Merrimac River flowing between; on the east by Andover and Wilmington; on the south by Wilmington and Billerica; and on the west by Billerica and Lowell. The Merrimac and Concord rivers touch the boundary lines, and the narrow picturesque Shawshine flows across the town, all serving as water-powers in former days. There are three ponds of extent, Mud, Long and Round. The terrain is hilly, more broken and varied to the north. Individual heights of any great altitude are missing, but the odd shaped ridges are interesting, and serve to attract the summer visitor. Agriculture is the main occupation of the town, particularly among the older families. Much of the land is sandy and requires special treatment to produce good results. In the southern part of the town, the thinness of the soil is such as to be almost barren. Advantage is taken of the sandiness of the region throughout much of the town, by planting it to vegetables, and such crops where earliness is a desideratum. Fruits do well, and much of the land suitable only to pasture is utilized in the production of milk, of which Tewksbury is a large shipper. The town is fortunate in having many highways, and it is also amply supplied with railroad transportation with the tracks criss-cross-

ing its territory. Access to Boston and Lawrence is quick and easy, while Lowell is at hand for nearby trade. Tewksbury Centre is the main village, one that has grown in beauty with the adding years. An institution, which is one of the notable ones in Massachusetts, the State Infirmary, was established May 20, 1852, by an act of the Legislature. It was then called a State Almshouse, one of three, an experiment of the Commonwealth. A farm of 250 acres of poor land was purchased, and a number of buildings erected. Within three weeks after its official opening, May 1, 1854, there were 800 inmates. Since then there has seldom been fewer than a thousand. It is a model institution, and has changed from a glorified poorhouse to the completely equipped infirmary.

Mechanical industries have never played much of a part in the history of Tewksbury except in the northwestern section near Lowell, and these have been absorbed by this city. Mills, saw and grist, were established by the pioneers; tanning was quite a business at one time. Possibly the furniture trade rose to the greatest heights, there being several firms who, at the Centre, engaged in the manufacture of wood household articles. The Cole plant, established in 1851, was probably the largest of these. It specialized in the making of furniture in a knocked-down shape, which allowed of their compact shipment to far distant places at low freight. It did a fine trade in the South and in foreign countries until the Civil War upset the conditions which had favored it.

Turning to the early history of Tewksbury, we naturally find the first business of the town had to do with the erection of a meeting-house. This was voted, July 9, 1735, to be of a "bigness" of 48 by 38, and 14 feet high. The location of the site was not determined, however, until the next year; when the building was completed is unknown. This was the first place of worship, the town hall, the military headquarters, and the social center in general of the town for many years. A minister was secured in the person of Samson Spaulding of Chelmsford, who was ordained and entered upon his duties November 23, 1737. It seems likely that the church organization was effected towards the end of 1736. Mr. Spaulding was with the church and community for sixty years; the number of baptisms during his ministry numbering 700, admissions to the church, 248; deaths, 693. A new church was erected and dedicated July 6, 1824. This Congregational Society was the only church in the town until 1843 when one of the Baptist faith was formed March 18 of that year. After a short stay in the Centre, the society removed to North Tewksbury and built their church.

Tewksbury was fortunate in having friendly relations with the Indians of the region, and thus escaped much of the hardship that grew out of various Indian wars. A number of men engaged in the French war, but it remained for the Revolution to bring out the latent patriotism of the



town. Three companies of her citizens marched at the call for the minute-men from Lexington. A list of the known participants in the Colonial war names 180 as the number of those from the town. There were eighty-three men who are known to have entered the Union service during the Civil War, but the probable number exceeds this. Tewksbury's record in the World War may be found on another page.

The first effort of the town to provide schooling was made in 1740 when a school teacher was appointed, Stephen Osgood; the first mention of a schoolhouse is that of 1770, when an order was given for "bords" to "fit up the schoolhouse." In 1769 the town was divided into squadrons or districts, and in 1793 it was voted to build schoolhouses in each of these. As late as 1830 the districts had only eighty dollars for teaching except Centre which had twenty more. At this time there were seven districts. In 1888 the Centre school was divided and a high school established. The town library was instituted in 1877 and supported by the town. It has gradually grown in size and importance, there now being 8,000 volumes on its shelves. A. M. Blaisdell is librarian. A town hall was built in 1825, which it was voted to repair in 1870. It proved wiser to erect a new structure which was done in 1875, it being located on the site of the old one.

### TOWNSEND

**Statistical**—Population (1920), 1,575. Registered voters (1924), 730. Valuation of property (1925), \$2,804,017.

First mention in the records of the State, June 29, 1732 (Old Style).

The north part of Turkey Hill. March 6, 1767, part included in the new town of Ashby.

Townsend is in Congressional District 3; Councillor District VI; Senatorial District 8th Middlesex; Representative District 12th Middlesex. State institution in Townsend is the Almshouse.

**General**—Townsend, on the north border of the State and County, is 40 miles northwest from Boston and 32 miles north from Worcester. It contains thirty and one-ninth square miles, or 19,271 square acres. The Squanicook River, flowing diagonally from northwest to southeast is the main water way, along whose banks are many light soiled plains and meadows. The terrain is generally hilly, rising to such notable summits as Nissequassick, Barker (Walker), Battery, Bayberry and West Hills. Harbor Pond is the principal large body of water. The climate is rather more genial than that of most of this part of the state. Advantage has been taken of this, and of some of the sandy soils for vegetable growing. But the town, which is as a whole an agricultural district, plants the grains, and goes in heavily for the production of milk. The name, Townsend is a reduced form of the original title, Townshend, given it

by the Governor after his friend Viscount Charles Townshend. There are now three villages located along the river about two miles apart, namely: West Townsend, Townsend, Townsend Harbor. All are post offices and on the Boston and Maine Railroad, known, when built in 1849, as the Peterborough and Shirley Railroad.

On September 6, 1676, William Hathorn was granted a mile square of land in this region, which is evidently the first title given in what is now Townsend. In 1719, December 7, the second and largest grant was made to Committee, empowered to allot to eighty families, who must come on the land within three years, lots up to 250 acres in size. A house of worship was to be built within four years. This area to be so disposed of, covered most of Lunenburg and Townsend, although at that time they were known as Turkey Hills and North Town, respectively. Indian wars prevented the carrying out of the terms of the grant. Few lots were taken, settlers did not arrive, and the "meeting-house" was not built until 1730. In 1732, a petition says that "the town was completely filled with inhabitants" (there may have been two hundred people). A controversy had grown up over the proper lines between this area and Lunenburg, which was settled by the Court by dividing the disputed territory between both by which Townsend acquired about 42 square miles. It had no established northeast corner, however. The Province line was run in 1741, settling many a land dispute, but it cut a very large slice, nearly one-third, from Townsend and placed it in New Hampshire. In 1767 the town of Ashby was set up, gaining about half of its area from Townsend. Since this time the boundaries of the town have been unchanged.

As has been mentioned, the settlers of Townsend were somewhat slow in building their meeting-house, and the building of 1729-30 was a small affair. It was located about a mile from the present center common on a hill. It served for forty years, and, after the usual wrangle over location, a new structure was put up in 1771. This also was located on this same hill (Mt. Grace) and while very picturesque, it was not convenient, and during the dry times in the summer there was no water to be had for either man or beast. It never was finished, being taken down in 1804 and rebuilt on its present site. Meanwhile pastors had been secured, the last of the old line, and possibly the most notable, being Rev. David Palmer. Under him the church which had started with 16 members, had grown during the thirty-one years to ten times that number, 250 being added by the year 1826. But doctrinal differences shattered the membership which separated into different societies and built churches for themselves. The Unitarians retained the old meeting-house until May, 1852, when it was sold to the Methodists who rented the lower part to the town for use as a town hall. The Orthodox Con-



gregationalists built and dedicated, June 30, 1830, a new building. This was of brick and was thoroughly renovated in 1884. The Baptists erected the fifth meeting-house in Townsend in 1834.

Meanwhile wars had come and left their mark upon the town. The accounts coming down to us fail to adequately represent the part Townsend played in the Revolution. More is told about the men who took part in the Shays' Rebellion than of the war that had just closed. For names and deeds of those of Townsend in the Civil War a full account is given in Hurd's "History." Briefly, the town seems to have sent 270 men into the Union armies, 12 of whom were killed in action, and 21 lost their lives through other casualties of the war. An account of Townsend in the World War is to be found in another chapter of this work.

Educational history begins with an account dated 1744 of the raising of twenty pounds for the support of a school. One man was hired who conducted teaching in three sections of the district; in the north, at Benjamin Brooks'; in the center, at Joseph Baldwin's; in the south, at Daniel Taylor's. Mention is made in 1749 of a school building in the middle section, while in 1753 record is made of one "on the south side of the river." As most of the people at this time lived in the east part of the town, they had, undoubtedly, a school there. In 1783, there was a multiplying of school districts and buildings, and in 1796 the first regular school committee was formed. The development of the academy idea is interesting, in that it shows a desire for a higher education than the district school afforded. First came the Baptists' Ladies' Seminary at West Townsend. A building was finished April 18, 1836. The name given the institution was "Townsend West Village Female Seminary" and seemingly the solidity of the character of the school was equal to the weighty name. Some have written of it as having "no peer except, perhaps, in Miss Willard's Female Seminary of Troy, New York," a very famous school. A few years later the Congregationalists emulated the Baptists and also built an academy which survived for a half dozen years. But the two in so small a community were too much, and both died. The academy building passed into the keeping of the town and became, when moved, the home of two of the public schools of Townsend. It was burned January 5, 1870.

The present public library grew out of the book sales of an agent who sold more than a hundred residents an "agricultural library" at a total cost of \$300. In a few years the desire was for something more than farm literature, and the books were wearing out anyway, so in 1861, a levee was held in the town hall by which a hundred dollars was raised. These books, with the others left, were loaned to individuals at a rate of fifty cents a year. In 1873 the town took over the library and agreed to devote \$150 a year to its maintenance. This amount has been gradual-

ly increased until now there are several thousand volumes in the library.

Although Townsend has been principally an agricultural district throughout the most of its history, it has had its share of other industries. The Harbor was the seat of the first mill; John Pratt, who owned land on the north side of the river, and John Stevens on the south side, entered upon an agreement in 1733, to build a mill, which, with a dam, was completed in November of that year. This was for "sawing boards," but a grist-mill was soon added. Other of the early saw and grist-mills were those of William Hobart, 1768, at West Townsend; Hezekiah Richardson's, put up in 1790; Daniel Giles', at Townsend Center in 1817. Many of the early mills went into the cooperage business in the middle of the century, and furniture manufacturing later became an important industry. Tanneries multiplied in the early 1800's, that of Benjamin Pierce erected in 1800, probably being the first. Curtis Stevens, 1827, Timothy Fessenden, at possibly 1800, this being bought by John Jewett in 1808, John Orr, 1854, are some of the men who were engaged in tanning. In 1833, Abraham French built a morocco factory which operated successfully for twenty years. From 1800 to 1840, woollens were made on hand looms by many of the residents of the town, so that the community was pretty nearly self-supporting in the matter of food supplies and clothes.

### TYNGSBOROUGH

**Statistical**—Population (1920), 1,044. Registered voters (1924), 431. Valuation of property (1925), \$1,419,519.

Part of Dunstable established as the district of Tyngsborough. March 3, 1792, part of Dunstable annexed to the district of Tyngsborough. January 29, 1798, part of Dunstable annexed to the district of Tyngsborough and bounds established. February 23, 1809, the district made a town. June 10, 1814, bounds between Tyngsborough and Dunstable established.

Tyngsborough is in Congressional District 5; Councillor District VI; Senatorial District 8th Middlesex; Representative District 11th Middlesex.

**General**—Wonderfully well located on the northern border of Middlesex, with the Merrimac River flowing through it, with much good land, it is hard to account for the small population of so pleasant and valuable a district as Tyngsborough. Probably it is only the peculiar workings of fate, which often have led to the rapid settlement and large development of less attractive locations. Where industries have grown on several sides of it, Tyngsborough has held to farming. The land is fertile and well cultivated; the main village beautifully placed, and the scenic attractions of the neighborhood add many to the summer population. Railroad connections are ample, and highways are good and numerous. The present population is the largest in its history, 1,044 in 1920, thereby



reversing the usual conditions in the Massachusetts rural towns of to-day. Tyngsborough, in 1790, had a population of 382; in 1840, 870; in 1880, 629; even as late as 1910 the number was only 829. The growth of recent years is due not so much to an increase in either industries or agriculture as to the growing appreciation of the region as a place for summer homes and estates.

If one wants to become acquainted with its history from the earliest times known, one must study the Indian who first showed his appreciation of the locality. Here dwelt, in the time of the English pioneers, the tribe of Pawtuckets, or at least a part of them. The island in the Merrimac, a short distance from the village of Tyngsborough, was then the home of a subordinate tribe. Wicasuck Island and Falls was a favorite fishing ground. The soil of the island was fertile and lent itself readily to their crude methods of agriculture. Surrounded by water it was protected from the deer and other animals of the forest. The island contains only sixty-five acres, but has a peculiar interest in that it was here that the last of the Pawtuckets had their abode. They were only sixty in number, and from here went with the St. Francis tribe, losing forever their identity as a separate people. Wannalancet, chief of the tribe, and probably the best friend the settlers in the north of the State had during the Indian wars, was reduced to such a condition, that for the years 1696 and 1697 he was cared for as a pauper by Colonel Tyng, for which the latter received twenty pounds. He also looked after the Indians on the island during their final stay, the Colonel receiving a grant of it for his ten years looking after them.

The name of Tyng is closely intertwined with the whole of the early history of the town. Edward Tyng, of Dunstable, England, settled in Boston and purchased land in the Dunstable plantation in 1660. Altogether he owned 3,500 acres which he deeded to his son Jonathan Tyng in 1668, which became the nucleus of the large estate of the latter. In 1686 the Wamesit Indians sold to Jonathan all their possessions in Dunstable, and 1,800 acres had been granted him by the township in payment of a debt. He was the largest landholder in the section, his possessions extending six miles from the Merrimac with an average width of a mile. This estate was kept in the families of Tyng and Brinley until well into the last century. Tyng was not an absentee owner. In King Philip's War when the region, of which Tyngsborough was then a part, was deserted by all of its settlers, he remained at his home, asking only for "three or four men to help garrison his said house, which he had been of great charge to fortify, and may be of service to the publique." The men were supplied, but the house was not attacked. Settlements had been made in the region shortly after the extensive coming of the English during Winthrop's time. Dispersed by the Indian war,

they began returning, and from 1676 to 1688 there was a rapid growth of most of the Dunstable area. The Dunstable Plantation was a vast tract of 200 square miles (128,000 acres), a part of which extended into New Hampshire, which later was divided into a dozen towns. Various individual grants had been made in the region, many of which overlapped or had lines unestablished, causing endless trouble. It was a combination of these effected by the General Assembly in 1673. One of the rules of the charter was to "procure an able and orthodox minister among them." This was done, once the danger from the aborigine had passed with the death of King Philip in 1676.

A like settling of ministers by the people of various parts of Dunstable led to the breaking up of the great town. The separation of Tyngsborough seems to have been very much opposed by Dunstable. Joseph Emerson of Pepperell in a dedication sermon of their second church, said: " . . some of the hottest contention in the land hath been about the settling of ministers and the building of meeting houses . . . The Devil is a great enemy to the settling of ministers and building meeting houses; he . . . stirs up the corruptions of the children of God in some way to obstruct the good work." When the line of New Hampshire was determined, 1741, not only did a large part of Dunstable prove to be in that state, but the town church, erected in 1738, was very much north of the centre of the remaining town. Where to place a new house was the bone of contention. It finally was placed on a rocky knoll on the road to Tyngsborough about a mile from the village, 1753. This so displeased the inhabitants of the easterly part of the town (Tyngsborough) that they promptly built a church of their own in what is now Tyngsborough Centre. They called themselves the First Parish, and as a district were established in 1789, June 22. Tyngsborough was of course, still a part of Dunstable during the Revolution, and supplied its quota of men and money. The First Parish became the incorporated town of Tyngsborough, February 23, 1809, having meanwhile in 1792 and 1798 annexed parts of Dunstable. The bounds between the two towns were established in 1814. The churches of the two districts were feeble and in 1786 and 1787 efforts were made to join the two. But Mrs. Sarah (Tyng) Winslow unintentionally, in an effort to join the parishes, set them so far apart that it led to the final break. She gave the income of 1,333 pounds "to promote piety and learning & unite the town in peace." The conditions were that both church and school should be located in Tyngsborough which did not suit the Dunstable section. She therefore gave the sum to her own section which became a district in order to have legal possession of the money. Tyngsborough, as the new district was named, had 382 inhabitants, Dunstable, 380, so the division was equal in one respect at least.



The town church society was organized January 6, 1790, and the first pastor was Nathaniel Lawrence, who served for forty-nine years. Lawrence, in describing the town shortly after its incorporation, wrote: "Many farms produce 100 to 300 barrels of cyder. The town has three saw mills and one grist mill; one wool carding machine, two taverns, two stores, one public (grammar) school—also a library of 140 volumes well selected. Since the formation of the church in 1790 eighty members had been added. Population at the last census, 704. Hon. John Tyng died in his 93rd year."

There are now hardly more industries than in 1800. The schools have increased to five. The Social Library, dating from a small reading circle of 1794, was sustained until 1833. A new library started two years prior, was given to the town in 1877, and was the basis of the present one. It is now the Littlefield Library, containing nearly 7,000 volumes, the librarian being Jennie J. Bancroft. The church of the early day is still the dominant society. A Baptist church organized in 1835 was closed and the house sold to the town in 1864.

The Universalist Church was founded about 1840 and had its last minister in 1882. The Evangelical Church of Tyngsborough, established in 1868, erected a house of worship in 1889.

### WESTFORD

**Statistical**—Population (1920), 3,170. Registered voters (1924), 1,024. Valuation of property (1925), \$6,106,147.

First mention in the records of the State, September 23, 1729 (Old Style).

Part of Chelmsford. September 10,\* 1730, part of Groton annexed.

Westford is in Congressional District 5; Councillor District VI; Senatorial District 8th Middlesex; Representative District 11th Middlesex. State institution in Westford is the Almshouse.

**General**—The town Westford is nearly in the center of Middlesex, and has the largest area. It is bounded on the north by Tyngsborough; on the east by Chelmsford; on the south by Carlisle and Acton; and on the west by Groton and Littleton. Three railroads, or branches, pass through the town, on one of which there are the four villages in the township: Brookside, Westford, Graniteville and Forge. The railroads have been the means of developing strong manufacturing interests, and have been a great convenience and aid to agriculture, an important industry in this fertile region. From the days of the Indian, the Westford area has had its attractions for the lover of nature, and those who till the soil. It has a wide variety of scenic beauties, of which the hills and ponds excel. There are seven of these bodies of water in the town, two of which cover more than a hundred acres each. They are visited by many in the summer, and the shores have been increasingly covered

with dwellings. The village of Westford is located on the north side of Tadmuck Hill, one of the highest of those in the township. Its elevation, picturesque grouping of its public buildings around or near, the gem of a Common, the beauty of its streets and trees, have made the town notable as one of the loveliest in the county. Graniteville, which derived its name from the quantities of this stone quarried there, had a few houses as early as 1824 but, as a village, did not exist until stone began to be taken from the ground in 1854. It is situated on both sides of Stony Creek. Forge Village, on Forge Pond, is of ancient origin, and reached the height of its business career in 1840, when ten industries were located there. Brookside, in the eastern part of the town, started as a grist-mill village, but later became the seat of a large worsted yarn mill. Parkerville is a farm hamlet; Nashoba lies in the extreme southern part.

The township was taken from Chelmsford, September 23, 1729, having been until that time the West Precinct of Chelmsford. Petitions had been showered upon the Court for more than sixteen years prior to this time without success. On September 10, 1730, the small triangle of the township reaching from Forge Pond was taken from Groton and annexed to Westford.

As was usual, the township was the outgrowth of a religious movement. In 1727 the inhabitants of this section, then known as the West Precinct of Chelmsford, met for the purpose of calling a minister and to plan ways and means of providing for religious services. Reverend Willard Hall was the preacher secured, who evidently was wise enough to have a clause placed in the contract between the church and himself that "they agree with him, that his salary should rise and fall according to the value of money." This clause led to endless difficulty since it proved easier to lower his "Salary" than it was to raise it. But he stayed with the church 48 years, or until, choosing the Tory side in the Revolution he was dismissed. The date of the ordination of Willard Hall, and the organization of the First Church, was November 27, 1727.

One of the later ministers took a decided stand against Unitarianism, being in consequence dismissed. The conflict of religious opinions led to the formation of the Union Congregational Church, December 25, 1828, with a membership of 75, the most of which had come from the First Church. The Methodist faith was first represented in Westford in 1856 when John Naylor preached for a time in one of the school-houses. The formal organization of the Graniteville church took place in 1869 and the church edifice was built and dedicated, March 22, 1871.

Schooling was early provided for the children of Westford, although the early records would indicate that spelling was not one of the better-taught subjects. For example: "March 4, 1773-34, voted to choose four men for a committee to provide a schule-mastre for the insuing yeer."



The first record of any school building is dated 1787, when it was voted to build a schoolhouse in every squadron or district, for which there was to be raised a total of 145 pounds. In 1822 Westford was divided into eight districts: Centre, Stony Brook, Forge, Southwest, South (No. 5), Southeast (No. 6), Northeast (No. 7), and the North (No. 8 and No. 9). In 1851 the Forge district was redivided, and Graniteville became No. 10. The houses, with one exception, have been built since the repeal of the law relating to school districts, and many of these have been replaced in the last forty years.

In 1792 fifty-four persons signed an agreement to form the Westford Academy, each to subscribe thirty pounds. To the fund thus provided the town contributed and secured certain privileges. Incorporation was secured September 28, 1793, at which time the amount held for academical purposes was one thousand pounds. This was one of the earliest of the academies of the county. Many noted men have been graduated from it or have served in some capacity in the long years of its existence.

A social and public library was established in the town in 1797, under the name of Westford Library Company. In 1816 the total number of books on the shelves was 179, and the company was known as the Proprietors' Library. On March 7, 1859, this library was merged into the town library, which later became the Public Library with rooms in the town hall. Many legacies and gifts have aided in the enlargement and influence of the institution. The town house mentioned was built in 1870 and remodeled in 1880 at a cost of nearly four thousand dollars.

The military history of Westford recounts the part played by its citizens in the French and Indian War. This was not large nor prominent, the population at this time being rather meagre. A company of Westford men were entering Concord when the first battle of the Revolution was taking place, and individuals of Westford fought under Colonel Robinson. All through the years that followed, Westford sent men and contributed largely to the Colonial cause. The War of 1812 was unpopular here, as it was in most parts of Massachusetts. In the Civil War enlistments occurred immediately following the firing on the Massachusetts troops as they marched through Baltimore, and continued until the list of men supplied by the town amounted to at least 172 men, or more than its quota as demanded by the Government. Four were commissioned officers. The first Westford man to die in the cause of the Union was John I. Taylor, November 8, 1861; the first to die on the battlefield was William Dane, killed at Winchester, Virginia, May 25, 1862. In all, thirty-five Westford men gave their lives for their country during the war. In money the amount raised and expended by the town on account of families of soldiers was \$10,525, but this is only a small part of total expenditures growing out of the

conflict. An account of the part played by the town in the World War is to be found in the chapter on that subject in another part of this work. Westford has always been strong in agriculture. All the usual farm crops do well and are planted to some extent, but vegetables play quite a part in the value of farm shipments. Dairying has become a specialty, quantities of milk being shipped to the larger town and cities. Fruit growing early became very successful. Massachusetts ranks high in the list of fruit growing northern states, and Westford became one of the leading towns in fruit production in the state. Apples, both the early and Baldwin varieties, have been largely planted. Peaches do well; berries, particularly strawberries and blackberries, make up part of the summer shipments, and there are scattering plantings of nearly all the small fruits. Industries, other than farming, may be said to have started in 1669, when the town of Chelmsford granted to Thomas Henschman, William Fletcher and Josiah Richardson, land for the erection of a saw-mill. The most of this tract was in the present Westford. In the pioneer days, brick-making, coopering, lime-burning, carpet weaving, potash-burning, all were occupations of the inhabitants. By 1710 bog iron ore was being utilized, and Forge Village derived its name from one of the crude forges used. But little further use was made of the iron on any large scale, until the formation of nail factories just before the Civil War. The Forge Village Horse-Nail Company was formed in 1865, with a capital of \$30,000, increased to \$100,000 three years later. It succeeded to the properties of the Forge Company, and did quite a business until 1877. Graniteville was, of course, a stone center, with several large quarries. Granite was taken from some of the ledges in 1812, but not until 1826 was quarrying on a large scale begun. Isaac Carlin with his ledge on Oak Hill was the pioneer in the industry. When the railroad was built through the area in 1847, a demand for split stone developed and gave an impetus to this business. Many of the public buildings and factories in the larger of the Massachusetts towns have stone in them coming from the Graniteville section.

In 1855 the Abbot Worsted-Mills introduced the woolen business as a real industry. Their works were burned a few years later, but promptly replaced, and in 1878, needing more room, the company took over the building of the failing Nail-works. In 1890 this one concern employed more than two hundred hands and turned out annually, more than one and a quarter million pounds of yarn. Many modern ideas of business were introduced by members of the firm such as club houses, halls, recreation centers, libraries, while the married were encouraged and helped to build and pay for homes.

Moore's Woolen Mill, one of the later mills (1862) was likewise progressive, having used a flour mill owned by a Mr. Hamblet.



Sargent's Machine-shop, another of the larger concerns of Westford, grew out of the efforts of Charles G. Sargent to establish himself in a business for which he had long training. He, with Francis Calvert, bought a mill property in 1854, and began the making of wool-working machinery, becoming the sole owner in 1863.





## CHAPTER XXIII

### CITIES AND TOWNS (Continued).

#### ACTON

**Statistical**—Population (1920), 2,162. Registered voters (1924), 1,053. Valuation of property (1925), \$3,173,472.

First mention in the records of the State, July 3, 1735 (Old Style). Part of Concord with Willard's Farms. December 11, 1747, bounds between Acton and Concord established. April 28, 1780, part included in the second district of Carlisle.

Acton is in Congressional District 5; Councillor District VI; Senatorial District 7th Middlesex; Representative District 11th Middlesex.

**General**—Acton is one of the agricultural towns of Middlesex, twenty-four miles from Boston. It is bounded on the north by Littleton and Westford, on the east by Carlisle and Concord; on the south by Sudbury, Maynard and Stow; on the west by Boxborough and Littleton. A railroad swings through the more easterly part, having the villages, North Center and East Acton as stations, while the second line crosses the southerly part with West Acton as one of the stops. The terrain of the town is much like that of Eastern Massachusetts, being hilly and broken, but lacking some of the flats of the nearby towns. Several large ponds lend variety, and although there is no river, two mill streams, tributaries of the Assabet River, please the eye. The woodlands have almost disappeared, but have been replaced by apple and other fruit trees, this having been a region of wild apples in the early days. Much of the land is reasonably fertile and agriculture has been the base on which the steady growth of the town has developed. The wild meadows and the cleared planting grounds of the area, led the first of the settlers to come to the region, and one of the early names for it was "Concord's Sheep Pasture." Cattle raising has always been practiced and milk is now one of the main productions. Even before 1800 the district seems to have been rather more prosperous than many, and the town rather well settled at its incorporation in 1735.

One man and his story give a very good picture of the original settlement of what was later Acton. This was Thomas Wheeler who came to Concord in 1639 and found much of the desirable land in that district had been taken. In 1642 he petitioned for a grant to the northwest, which was given him on the condition that he develop it within two years. It is likely that he failed to meet the condition, and that the lease

that Captain Thomas Wheeler located on January 12, 1669, was the first permanently settled area in Acton. He was to build a house and barn, and the stated purpose of the lease, "was to receive and pasture the dry cattle belonging to the town's people, not to exceed 120 in number or to be fewer than 80."

Thomas Wheeler built his house, supposed to be the first house worthy of the name in the present town. It was located west of Nashoba Brook. He also put up the first mill, and Concord town laid out a road to this pioneer mill. The captain died in 1676 from wounds received in an Indian fight at Brookfield. The land in question came into the possession of Nathan Robbins, where it remained for many generations.

Acton was incorporated July 21, 1735, and until April 24, 1747, included the larger part of Carlisle, then belonging to Old Concord. The Carlisle part of Acton was set up as a town in 1780; the easterly portion of Old Concord was incorporated in the town of Bedford in 1729; the southerly part of Old Concord became Lincoln in 1754, so that from 1754 to 1780 the town of Acton was larger than Concord.

The setting up of the town was the result of a desire to build a meeting-house, but as seems to have been usual in the New England towns, there was difficulty in deciding where this new building was to be, or what should be the dimensions of the church. The final decision placed the edifice near the geographical center of the town as then established, or about where the Central schoolhouse stood; the size was to be forty-six by thirty-eight. Building started in 1736; the first use of the church was made in 1738, but the completion of the meeting-house did not take place until 1747. Eleven years it took, which indicates some of the difficulties under which the early fathers pursued their endeavors to have a place of worship! Reverend John Swift was the first pastor, who remained thirty-seven years in the field. Woodlawn Cemetery was established January 16, 1737, on the half acre given by Nathan Robbins, the owner of the original Wheeler plot. From time to time additions were made until the cemetery now includes nearly fifteen acres. The North Acton cemetery was opened well before 1800 and the Mount Hope Cemetery, West Acton, in 1848.

The record of Acton begins with the belligerent attitude of its inhabitants, when Sir Edwin Andros arrived in Boston, and tried to throw into the discard the charter which protected the rights of the people to their lands, as well as many other things. On April 19, 1869, antedating by nearly a century the great April 19th in the history of the Republic, matters came to a head and a group of men from Concord, including several from the area of Acton, marched to Boston to overthrow the tyrannical Andros. John Heald, the first selectman of Acton,



was the leader of the band, which succeeded in their undertaking. On the famous April 19, 1775, the men of Acton and Concord, unorganized and poorly armed, stood together once more against tyranny, and again success was with them. One of the great names coming out of this conflict, perhaps the greatest or most unique, was that of Captain Isaac Davis, who was born in West Acton, and who left his home in Acton Center, after gathering together his company, and marched to Lexington and death. Middlesex County, on January 29, 1776, raised a regiment of 571 of which Acton supplied 13. From then on there followed a long list of men into the various armies of the Revolution. James T. Woodbury has compiled a list of 181, and estimates that there must have been 40 or 50 more, of those who came from Acton. The town also furnished supplies and moneys even beyond their normal quota.

April 19, 1861, saw many of the men of Acton starting out on the conflict which was to decide whether the nation born of the blood of 1776 should survive undivided. They were a part of the Sixth Massachusetts Regiment, and reached Baltimore on April 19, and on that day the first blood shed in the Civil War was spilled on the streets of the obstinate city. As the fight at Concord and Lexington fired the spirit of the nation, so did the trouble at Baltimore stimulate enlistment in the New England States. New regiments were formed and before the war was over, Acton had sent more than 216 men to the Armies of the Nation, and this does not include natives of Acton who enlisted from other parts of the country. The number of those killed in action, or by disease, was eighteen.

Turning again to the older history of Acton, we find a repetition of the early trouble when the time came to build a second meeting-house. It was first voted to build in West Acton, but it was finally decided to locate it at the Center facing a common to be purchased. The second house was started January 1, 1808, and completed the next year. This building by the decision of the courts came into the keeping of the First Parish Society in 1859, and was burned in the great fire of November, 1862. Previous to the time of the building of the second house there was but a hamlet at Center Village, but a tavern was started there about the same year, a number of residences erected, and several small industries started, although Center Acton has always been a rural community rather than an industrial district. At this time, West Acton and South Acton, then known as Mill Corner, were hardly even hamlets. The building of the Fitchburg Railroad, in 1844, was the making of West Acton, as the town was made the distributing point for freight to points beyond. The "great fire of 1862" (October 24), the work of an incendiary, bade fair to destroy Center Village, but really resulted in an improvement of the place. A town house was erected the next year as

well as a shoe factory, the latter by John Fletcher, and a new hotel by John E. Cutter.

The movement for schoolhouses started in 1740, and the next year a "moving school," one on wheels. In 1743 the town was divided into three districts, a rule which held sway until 1751 when the number was doubled, and in 1777 increased to 7. From 1780-90 there were 5, then 4 for thirty years, and then to six which continued to be the number until the modern movement for consolidation of the rural school began.

The Memorial Library completed in 1890, possibly the finest public building erected in Centre, derives its name from the intent to create a memorial to the soldiers of the Civil War. Above the fireplace is a tablet with the inscription: "This building a gift to the town by William Allen Wilde." There are 10,728 volumes on the library shelves, according to a 1925 report. Arthur F. Davis was their librarian.

Churches, other than the First Parish, are The Congregational, organized March 13, 1832, which built a house the next year. The Universalist movement was started in 1814, by the preaching of Rev. Hosea Ballou. It was not until January 27, 1821, that the First Universalist Society was incorporated with fifty paying members. About 1850, the religious interest in Acton Center died out, but was revived for a period eight years later in South and West Acton. In 1868 the West Acton Society erected their edifice; in 1861 the South Acton body moved into Exchange Hall, dedicating their church on February 21, 1878. The Baptists organized July 10, 1846, with 23 members, and after thriving amazingly built a well located church in West Acton.

The area of Acton is 12,795 acres; it had a population in 1764 of 611, growing steadily until the number of its residents was 2,162 in 1920. Farming is still largely pursued, and producing the largest part of the income of the town, fruit trees and cattle being the specialties. From the first mill of 1670 to the present industries covers a great period, but the growth has been as gradual as that of the population and all manner of articles have been manufactured at various times. The American Powder Mills, with plants in the corners of four towns, of which Acton was one, is the first large industry to locate in the section. The mills were started by Nathan Pratt in 1835, run by him until 1864 and then sold to the American Company. They went out of business in 1883 to be succeeded by the American Powder Company.

#### ASHLAND

Statistical—Population (1920), 2,287. Registered voters (1924), 947. Valuation of property (1925), \$3,186,477.

First mention in the records of the State, March 16, 1846.

Parts of Framingham, Holliston, and Hopkinton. April 28, 1853, part to be



annexed to Hopkinton when a certain sum is paid by Hopkinton. May 2, 1853, the act took effect.

Ashland is in Congressional District 13; Councillor District VI; Senatorial District 1st Middlesex; Representative District 8th Middlesex. State official residing in Ashland is Allan S. Farwell, Republican Representative.

**General**—Ashland, situated in the southwest section of Middlesex, twenty-four miles from Boston, has an area of twelve and five-eighths square miles. It is bounded on the north by Framingham; on the east by Sherborn; on the south by Holliston; and on the west by Hopkinton and Southborough. There are few marked characteristics in its surface, being hilly with a number of pieces of low lands and meadows and a large proportion of readily cultivated areas. Cold Spring and Indian Brooks, together with a small bit of the Sudbury River make up the principal streams. The village of Ashland occupies the geographical center of the section and is the trading, industrial and social center. It was known as Unionville before the incorporation of the town. Most of the people in the town live in the village, the rest being scattered rather evenly over the farms which form the most of the township. The population in 1920 was 2,287, a marked increase over the figures of ten years earlier, 1,682. A railroad crosses the town from east to west, giving it good shipping facilities and accessibility to the larger places.

Efforts were made to incorporate the section in 1837, but the three towns, from which it desired to take areas to form the new town, objected. A petition offered in 1846 passed unopposed by Framingham and Holliston, although voted against by Hopkinton. The act took effect March 14, 1846, sections of the three towns mentioned being taken to form the new town. Efforts have been made at different times to change the boundaries established at the incorporation. The only sizable alteration was in April, 1853, when on the exchange money a part was ceded to Hopkinton. The early history of Ashland is recorded in the stories of the towns from which it was made. The first town meetings appropriated sums for highways, schools, and the things needed by the new organization. A fire engine was purchased in 1850, and the question of a town hall was considered, but it was not until 1855 that the building was begun. In 1858 the system of "letting out" the paupers was changed, and a poorhouse and farm bought. The war activities and the debt it laid on the town will be mentioned later. In 1871 the old fire engine was replaced, and the next year saw the complete equipment of the fire department with paid firemen. Backing was given to the extent of \$10,000 to the Hopkinton Railroad Company to complete their road from Milford to Ashland (1872). This was accomplished, but the failure of the company caused a loss of the money invested. The Wildwood Cemetery was secured in 1869, twenty-three acres which

has since been developed into a beautiful burial ground. The Public Library was founded in 1880, and street lighting was provided in 1881, electricity being used for the purpose after 1889.

The Ashland School system carried over, at its incorporation, the form then in use in Framingham, a sort of a semi-district scheme. Less elaborate organization was soon brought about, which eventually (1889) led to a union with Hopkinton, and a single superintendent of schools provided for the two towns. The old divisions were used at the start and a school set up in the center of each. Originally seven, they were reduced to six and five new buildings erected. The center district, Number one, had a two-story brick building and became the largest of all. The smaller sections, by 1850, were beginning to die out, and two, three, and five were shut up shortly after 1885. At the Center, in this latter year, a new and large structure was put up to accommodate the largely increasing number of pupils. In 1889 a still larger school was erected on Central Street. A high school was provided in 1867.

Ephraim Bigelow, about 1815, loaned books to people within a radius of five miles, for two cents a week. His collection was sold to the Framingham School Library after a few years. The idea was used again in 1830 and served the town for ten years. In 1840 the State sold at cost libraries to schools, and Ashland provided itself with about fifty volumes. Clubs, and an agricultural library (1859) tried to provide reading, but all failed, and for twenty years the town lacked a book center. In 1870 Uriah Pollard brought five hundred new books to Ashland; and there followed other circulating libraries. Such is the library record until 1880, when the town provided funds; 800 volumes were provided and housed in the town hall.

Ashland is well provided with churches, the Congregational having the priority of formation. From a Sunday school established in 1828 came the Union Evangelical Society, incorporated February 17, 1835. A house was built and dedicated January 21 of the next year; this being the present Congregational Church. In 1846 the name of the society was changed to the First Parish of Ashland, an act that was not legalized until 1889. The church has been the mother of several organizations of other denominations in the town, but has retained its prominence and strength. In 1889 it remodeled its edifice to conform with its needs. The Methodist society was formed July 15, 1868, many of its members coming from the First Parish. A lot was secured on Alden Street, and on March 3, 1869, another meeting-house was added to the places of worship in Ashland. The Baptists held their first preaching service December 30, 1841, and on November 8, 1843, became a regularly constituted body. It was called the Unionville Baptist Church, adopting the title Ashland Baptist Church in 1849. The first church building



was dedicated March 20, 1845, a more commodious building being erected in 1850. The First Universalist Society dates from May 13, 1871, but only lasted a few years. On December 20, 1858, the first Catholic mass was celebrated in the Ashland town hall. Later a parish was formed with Hopkinton, and the building of a church begun in 1874. The first service in the new edifice was held that same year, but the structure was not completed and dedicated until December 16, 1883. The membership has become the largest in Ashland.

A town hall had been built in 1855; the increase in manufacturing with an attendant increase in the disbursements of the town had created a debt on Ashland of \$16,000 by 1860. Hence it is rather astonishing what liberality Ashland showed when the Civil War came with its needs. More than \$12,000 was voted for war purposes, and almost the same amount for the families of soldiers. More than the desired number of men were sent from Ashland, the total being 184, a surplus of eleven.

Although agriculture has always had a large part in the life of Ashland, manufacturing was the industry that gave the greatest impetus to its growth. The streams within the border were used as power from the pioneer days, and at the time of the incorporation of the town, the most of the factories were along the river. Some of the concerns were large, the large four-story mill of the Middlesex Union Factory Company being the most important in 1846. It was then nearly a third of a century old, and had changed hands several times. Cotton cloth was the main product. The buildings were burned in 1854, and the factory that had given the village of Unionville (Ashland) to the township ended its career. The Dwight Printing Company bought the property in 1868 and soon did an extensive business in bleaching, dyeing and printing cotton cloths. Within two years, seven granite buildings had been erected. A real estate boom was started; prosperity reigned; prices were greatly inflated. A half million had been expended on the property when it began to be rumored that Boston was going to take the Sudbury River for a part of its water supply. Work on the new buildings stopped, and the boom collapsed. In 1872, Boston obtained legislative act giving them the Sudbury waters. Suits were started against the city, but it was decided that no concern had the right "to befoul the waters, or render them unfit for drinking purposes" which settled the matter as regards the running of a print mill. The Warren Thread Company, a corporation formed in 1880, leased one of the Dwight mills and became a producer of spooled threads.

Along this same stream was the paper mill of Calvin Shepherd and Son, which first was engaged in the making by hand of newspaper

supplies. It soon outgrew this method, using water power, then steam. Burned in 1842, it was rebuilt on a larger scale, but closed its doors eight years later. Charles Alden came into possession of the plant about 1855 and began the pulverizing of minerals, and just before the Civil War, secured a monopoly on emory making. A fortune was made during the war, but competition reduced the profitableness of the business later. The city of Boston obtained the real and water rights, ending the business. Other paper and grist-mills were established along the river, the Cutler, Metcalf, Bigelow and others, and also on Cold Spring Brook, but of the six mills along the Sudbury, not one remains. When the city of Boston required more water, and obtained the rights to those along the river, it brought to an end many of the industries of Ashland, and gave a serious set-back to the town which the small damages paid to some owners never compensated even a small part of the direct and indirect losses to Ashland.

The making of boots and shoes has been the main industry of the village and township. There were no concerns of any size in 1846, but within a few years the tiny shops of individual shoe-makers were replaced by factories. Calvin Dyer was one of the first to branch out on a larger scale, but sold out to Daniel Morey; the property coming to Simpson Jones in 1852. William Whelock had a shop in 1857, selling out to Newhall & Company in 1882, the business later being transferred to Woodville. Several others of the early factories ran their course, or were burned and never replaced. William Seaver, in 1846; Hiram Temple, in 1847; Albert Leland, in 1849; the Tiltons, in 1853; all were some of the pioneers in the shoe business and were very busy during the Civil War supplying the needs of the armies, as well as civilians. Charles Tilton became one of the large producers, and built in Ashland one of the largest of the shoe shops of his time. Houghton, Coolidge & Company, with several large factories in various parts of the state, took over the Tilton shop in 1885, and began operations on a broad scale. These are but a few of the firms interested in shoe-making in Ashland.

### BEDFORD

**Statistical**—Population (1920), 1,362. Registered voters (1924), 727. Valuation of property (1925), \$3,124,546.

First mention in the records of the State, September 23, 1729 (Old Style).

Parts of Billerica and Concord. February 26, 1767, part of Billerica annexed. June 9, 1768, part of Lexington annexed.

Bedford is in Congressional District 5; Councillor District VI; Senatorial District 7th Middlesex; Representative District 11th Middlesex.

**General**—Centrally located in the county, Bedford is about fourteen



miles northwest from Boston and twelve miles south from Lowell, with which cities it has direct rail and highway connections. Billerica bounds it on the north and east; Burlington and Lexington also being on the east; Lexington, Lincoln and Concord form the south line; and on the west are Concord and Carlisle, from which it is separated by the Concord River. The terrain of the town is fairly well elevated, the village being located on the water shed, not only giving it a healthful situation, but a picturesqueness that is very attractive. The streams in the town are small, the Shawshine being the only one crossing the whole district; the Concord, larger, forms the westerly boundary. Although an agricultural town from its beginning, these streams seem to have had little to do with the early development of the area, and are practically unused in these modern times. Many little waterways flow into these two streams. The damming of the Concord at its confluence with the Merrimac, while valuable to other towns, did only damage to the lower lands of Bedford. Of ponds there are but a few, and they are very small except where enlarged by old dams. Bedford Springs is the most interesting natural feature, the name being given to three flowing streams impregnated with minerals. First known in 1644 for the use made of their medicinal properties by the Indians, they were soon valued by the pioneers, and in later years gave the start to the pleasant health resort which grew up around them. A company was formed to utilize the bubbling waters and create a health center, but little came of it until a railroad was pushed through the region. The lands, about 175 acres, were purchased in 1856 by Doctor William R. Hayden to whom much of the present development is due. The New York Pharmaceutical Company, with Dr. Hayden as president, was formed, and a long list of preparations made here. "The soil of Bedford," according to Alfred C. Lane, "may be divided into three kinds—the dark peat of the swamps and meadows, the boulder clay, and the high level sand beds." The peat is along the water ways and was once used for fuel. It is now sometimes used to enrich the sand lands. The boulder clay is the result of glacier deposits, and while varied in character and hard to cultivate, makes fair farm area. The sand section carries a natural growth of pines, is easily tilled and warm, and produces, when fertilized, heavy and early crops.

Bedford has always been known as a farming town, although more recent years have seen the establishment of many estates used for residential purposes. Changes have taken place in the agriculture. The old grain farms have been replaced in part by small fruits and vegetable gardens. The glass house for forcing crops is common. Nursery stock, was, in this century an important crop. The meadows and much of the highlands are used as formerly for grazing, but the milk

produced, and the hay cut, have a value that would open the eyes of former farmers in Bedford.

Of the manufacturing industries, other than the home and traveling hand-workers and their shops, the first was started in 1805 by Jonathan Bacon and John Hosmer who began the making of children's shoes for the Boston market. Practically every department of their industry was supplied with tools of the owners' making. The concern increased in the value of its products until its annual sales were about \$90,000 annually. When modern machinery was invented and introduced into various communities, the business slackened and eventually ceased. Band-boxes were another of the productions of the town in the first half century of 1800. In 1812, the locality began to mine and prepare "Bedford Yellow" paint—yellow ochre. In the southern part of the town the clay was used for brick-making. Tanning and currying had its day. In 1840 a paper mill was established and flourished for a time. But the mill burned, and the industries of Bedford became, aside from farming, non-existent. The opening of the Middlesex Central Railroad, in 1873, had much to do with development of the new Bedford. It gave quick and easy transportation to Boston, fourteen miles away. The locality was beautiful, healthy, with many valuable home-sites to be had, and there has been since then, a steady influx of Bostonians and other who have made their homes here. Bedford seems due to become an important residential center, a suburb of Boston.

Bedford was not incorporated until nearly half of the present township had been established. It was taken from the very old towns of Billerica and Concord, and set up by the General Court, September 23, 1729. For more than a century it was one of the outside districts of these two, a part of the first inland town created in Massachusetts. In November of 1637, lands were granted to Governor Winthrop and his deputy Mr. Dudley, and four years later, "Shawshin is granted to Cambridge, p'vided they make it a village." The town of Bedford comprises a part of the Musketaquid, all of the Winthrop, and a portion of the Shawshine grants. Twenty-two years after the landing of the Pilgrims, the first house was built and occupied in the present area of Bedford, reference being made in a report of 1642 to the "Shawshin house." There probably was little settlement of the country, except around the "Shawshin house" until after this year, and it was three-quarters of a century later that there were enough people in the section to make it advisable to have a separate organization. The history of Bedford before its incorporation may be found under the stories of the towns from which it was taken. It was the desire to have a meeting-house near enough to be convenient that started the move



for division. A meeting-house had been almost completed before the incorporation, enough so to provide a place in which to hold the first town meeting, January 7, 1730. At the second meeting, a week later, it was voted "to see the meeting-house perfected and finished". . . . and "provide a minister." This old house served as church and town hall until 1815, the last service being held in July 1816.

One of the much mentioned events in pioneer history was the "September Gale" of 1815 which tore down great stretches of the forest and many of the higher buildings of the settlers. Taking advantage of this destructive wind, lumber being cheap, a new meeting-house was built. Although used previously, it was not dedicated until July 8, 1817. A Sabbath school, established in July of 1818, is said to have been one of the first in the county. Church and state used the house until the fall of 1831, when doctrinal differences arose which brought about a separation. The ecclesiastical element split in twain, leading to the formation of the First Parish of the Unitarian Church, and the Trinitarian Congregational Society. The First Parish held the meeting-house with two resident male members. The membership increased, but not enough to support preaching, and the house was closed from 1846 to 1849 when it was remodeled. The Trinitarians erected a church in 1833, an edifice which was enlarged in 1886. The Roman Catholic church erected a chapel in 1885.

The churches served as the first schools after those held in the homes of the farmers, a condition which held until 1733. It was not until 1744 that a separate building was set up in the Centre. In 1789, the Legislature provided for the distributing of towns, and four districts were established. Three years later, money was provided for the building of a schoolhouse in each quarter, but it is doubtful whether the provisions were carried out. A female seminary was started by Rev. Mr. Stearns in 1797, but made little progress. It was not until 1852 that a high school was provided by the town, and four years later saw the rise of the Centre school, the use of which carried down to the present century. A town hall was also a part of this new building. Graded schools date only from 1885, and an English high-school course of two years provided. In 1890 plans were made for an adequate building for higher education.

Efforts to provide reading for the town were made when the town was incorporated, and by 1813 a town library had been instituted. In 1876 the Bedford Free Public Library Corporation was chartered, the property of the Bedford Library Association being given to the new organization. Private contributions and funds provided by the town have made it a valuable institution.

The military history has been gone into fully by A. B. Brown in

Hurd's "History of Middlesex." It is a long and interesting story dating from the Indian times, with its "Garrison Houses" of 1675, erected for the King Philip War. Representatives of the town have taken part in every conflict since the names and deeds of the boys in the World's War may be found in another part of this work. When the Revolution was in the minds of the people, Bedford early voted and acted favorably. Minute-men were organized, and marched to Concord on the memorable April 19, 1775. These men carried a banner "designed in England for the three county troops of Massachusetts." This flag was presented to the town of Bedford 110 years later, and according to Mr. Appleton, "This flag exceeds in historic value the famed flag of Eutaw and Pulaski's banner, and in fact is the most precious memorial of its kind that we have knowledge of." The "Lexington Alarm List" credits Bedford with twenty-six minute-men, but fails to mention Jonathan Wilson, who lost his life April 19, 1775. For a town whose population did not reach 500, Bedford did wonderfully well its share in the fighting and needs of the Revolution. The Civil War found the town with a doubled population, and from this small number furnished more than ninety men for the Union armies. Shortly after the close of the conflict, a granite monument was set up in Shawshine Cemetery with the inscription: "Soldiers Memorial, 1861-1865. They gave their lives for us and their country. The Ladies of Bedford pay this affectionate tribute to their memory." Then follows the list of the fourteen who died in the war.

### CARLISLE

**Statistical**—Population (1920), 463. Registered voters (1924), 215. Valuation of property (1925), \$674,996.

First mention in the records of the State, April 28, 1780.

Parts of Acton, Billerica, Chelmsford, and Concord established as the district of Carlisle. September 12, 1780, part of the district of Carlisle annexed to Concord. March 1, 1783, part of the district of Carlisle annexed to Chelmsford. February 18, 1805, the district made a town. February 17, 1865, part of Chelmsford annexed to Carlisle and bounds established. May 23, 1903, bounds between Carlisle and Concord established.

Carlisle is in Congressional District 5; Councillor District VI; Senatorial District 7th Middlesex; Representative District 11th Middlesex.

**General**—The story of Carlisle is that of a rural district to which a railroad never came. Its location was desirable, nearer to Boston than most of the towns in Middlesex County. The Concord River skirts its eastern side; the land is fertile, pastures plentiful, the area beautiful to the eye, and valuable. Settlement began relatively early, and the population made a growth equal to many of its neighbors, reaching its peak in 1820, then nearly holding this high level for several decades.



But when the railroads began to lay their ways through Middlesex County, Carlisle proved unable to persuade them to place their tracks through it. On January 15, 1870, a town meeting was called for the purpose of deciding whether Carlisle would take any action in regard to the proposed railroad from Lowell to Framingham, which would naturally pass through its territory. A committee of three was appointed with power to act, who were to take the matter in hand and especially pledge the town to take \$20,000 of the capital stock of the road. When the tracks were laid they were located nearly three miles west of the Centre, where now is located Carlisle Station although it is in the town of Westford. Again on April 29, 1871, the town tried to persuade the Middlesex Central Railroad to come through it, pledging land and five percent on the town's valuation to aid in the building of the road, but again met with failure. Until the last decade brought about the increased use of the motor bus and car, Carlisle has been badly handicapped in the matter of transportation. A splendid main hard-surfaced highway passes through the center of the town from southeast to northwest, and it seems likely the more recent increase in both growth in population and values of its lands are due to this modern solution of its ancient transportation problem.

To begin at the beginning of Carlisle's history, we find it had a strenuous time gaining a separate entity. It is probably unique among the towns in having been a district for two years and a half, and then ceased to exist as such for nearly a quarter of a century. It was then incorporated by an act of the Legislature, and will probably exist as long as the town is the legal division of the county. The first establishment as a district was made from the territory which was Concord's and included "a considerable part of settled land known as Blood's Farms, which tract of land came into the possession of the brothers John and Robert Blood, partly by purchase as early as 1650, and partly probably by descent from their father." Of the controversies between the Blood brothers and Concord little can be said. For a number of reasons they were granted certain exemption from taxes and service as town officers. On December 18, 1732, Jonathan Blood and twenty-seven others, agreed to support public worship. On May 21 of the next year, Concord voted down a resolution to "sett of the said inhabitants to be a separate precinct," referring to the present Carlisle. Other attempts were made almost yearly to secure a separation, meeting always with failure until in 1753 the matter was taken up to the General Court. But before the Court could act, the town of Concord voted that, "the inhabitants of the Northerly part of the Town, Shall and May have all the Liberty that the Town can Grant them, to Go off as a Separate District at any time when they Choose so to do on the follow-

ing bounds." The bounds as laid down by Concord were too limited and the "Northerly Part" declined to consider them. Jonathan Blood and twenty-seven others, who wanted their lands included in the new district, petitioned the next Court to confirm the grant of Concord with slight additions, which of course included their lands. It so happens that the bounds indicated by these gentlemen were practically the lines on which the town of Carlisle was eventually incorporated, but such a consummation did not come about until after many more battles of Concord and strife among neighbors. A finish was made of these troubles when William Shirley, Governor, April 19, 1754, consented to the act which set up the district of Carlisle, and the strife covering two decades was ended. The house of Joseph Adams, which was the place in which the original agreement was made in 1732 to support public worship, was chosen for the first meeting. There was great rejoicing over the plum secured. At the second meeting action was started on what had been the reason for the setting up of the new district; "to Perfix a Place to set up a meeting-house." Seventeen of the town meetings held during the next two and a half years were used in an attempt to "Perfix a place," all without success. After that time the district found it had not secured such a plum after all, for the main purpose of a district was to build a meeting-house where religious services could be held, for which the district must pay and keep on paying. A right about face movement was made, and the town of Concord petitioned to receive again into its folds the prodigal Carlisle. The date of acceptance by Concord was October 6, 1756; the Legislature making the final settlement, January 11, 1757. The north area remained quiet for nearly sixteen years when it began to petition again to be made a district so that it could have its own meeting-house. Petition refused. Six years later it was again renewed, and on April 28, 1780, the Second District of Carlisle was established. This time, however, they were required, that in addition to supporting the church which they had built, "one-sixth of the charges for maintaining the North Bridge in Concord" was to be paid by the new district "until the said inhabitants of the district shall build a bridge from said district across said river." Also there was a pauper named Sarah Fletcher for whom they were to care. On the other hand they were to receive "the just proportion of arms and ammunition." On May 8, 1780, the first town meeting was held with Phineas Blood as its Moderator. At a second meeting, June 1, the money affairs of Carlisle were discussed, two thousand pounds were voted for preaching, one thousand for "ceiling" the sides of the church. Other sums were: Care of the poor, \$2,000; schooling, \$2,000. Among the allowances made for those working for the town were: Thirty dollars a day to each man working on the roads, and sixty to the man who brought a team. Apparently



the new town had become wild with extravagance, and this the place that had given up its privileges earlier in its history, because it could not afford to build a little meeting-house. It is well to recall just here that these amounts allowed were to be paid in Continental currency, of which one could buy a face of \$400 for one real metal silver or gold dollar. The road maker, therefore, received about less than a dollar a day unless he had a team to aid him; he then received \$1.50 in hard cash. There is little out of the ordinary in the civil history of the town that cannot be better noted under other heads.

One item of interest concerning its setting up as a district is, that before it had been made a district in 1780, an act of the General Court of 1775 converted all existing districts in the State into towns, which automatically made Carlisle the first district incorporated after that act, and the only one in Massachusetts when it adopted the Constitution of the Commonwealth. On February 18, 1805, Caleb Strong, Governor, approved the act of the Legislature which changed the district of Carlisle to the town Carlisle.

The "Meeting-house" was the occasion for the formation of a New England town, and was supported just as schools were by taxation. In the case of Carlisle, when she was first made a district, she could not "perfix a place" and gave up trying to be a district. It so happened that, when in 1780 she again became a district, there was a meeting-house which had been in use nearly twenty years. In 1758, July 1, a piece of land consisting of about an acre and a half was given "for the convenancy of building a meeting place for the public worship of God and other public uses." Much of the present common came from this gift. A church was built here in 1760, and was no doubt responsible for the location of the village center of Carlisle. The present Unitarian Church occupies the site of this first meeting-house. The structure was undoubtedly crude, and evidently without outside covering until twenty years later. No church society was organized until February 28, 1781, with ten male members and twenty-four female. The first pastor, Rev. Paul Litchfield, was called on May 17th of the same year. He served the church until his death, his funeral taking place on November 7, 1827, the forty-sixth anniversary of his ordination.

The old church was struck by lightning and destroyed on May 26, 1810. A new structure was put up almost immediately at a cost of nearly five thousand dollars. Almost half of this amount was raised by the sale of pews; the town voted \$2,000, and the State remitted taxes for the year of \$154.66. On December 2, 1811, the meeting-house was "dedicated to Almighty God."

In 1852 and 1868 improvements were made in the church, which is now the meeting place of the Unitarian Society.

Another of the older churches is that of the Union Calvinistic body, which grew out of the separation of certain elements from the mother church after the death of Rev. Mr. Litchfield. They organized on November 20, 1830, and for a time met in various private houses. A church, however, was built the next year and dedicated October 4, 1832. A parsonage was added in 1848.

In 1872, through the efforts of the wife of the Congregational pastor, Mrs. Lydia S. Patten, the Carlisle Free Public Library was established.

As early as 1780, Carlisle had been divided into six school districts. In 1818, monies were voted for a building in the Central district; in 1828, the residents of the North district spent \$553.62 for a building. The year 1837 saw the reduction of the number of districts to five. Two years later the East section built a new school; and the South district did likewise. In 1840 the West part had a new school. So that in twenty-two years, there had been built new schoolhouses in all of the five districts.

Carlisle, because of its incorporation four years after the battle of Concord, has its records of much of the Revolution mixed with the original town. Enough has been separated to show that she had an unusually active place in the conflict, although only 25 names of soldiers are recorded as coming from Carlisle. During the Civil War the town supplied more than a half hundred to the Union armies, of which an unusually large number lost their lives in conflict. Her part in the World War is told in another chapter. To her sailors and soldiers, Carlisle dedicated a fitting memorial on August 29, 1885. It is a fine, heroic-sized representation of the Goddess of Liberty in marble, and was presented to the town by Mrs. Lydia A. Farrar and Miss Hannah L. C. Green.

## CONCORD

Statistical—Population (1920), 6,461. Registered voters (1924), 2,727. Valuation of property (1925), \$9,459,346.

First mention in the records of the State, September 2, 1635.

A plantation at Musketequid. August 20,\* 1638, bounds between Concord, Dedham, and Watertown established. May 13,\* 1651, bounds between Concord and Watertown established. June 27,\* 1701, bounds between Concord and Billerica established. April 12,\* 1717, bounds between Concord and Stow established. November 23,\* 1725, part annexed to Littleton. September 23,\* 1729, part included in the new town of Bedford. July 3,\* 1735, part included in the new town of Acton. December 11,\* 1747, bounds between Concord and Acton established. April 19, 1754, part included in the new town of Lincoln. April 19, 1754, part made the first district of Carlisle. October 6, 1756, the first district of Carlisle annexed. April 28, 1780, part included in the second district of Carlisle. September 12, 1780, part of the district of Carlisle annexed. May 23, 1903, bounds between Concord and Carlisle established.

Concord is in Congressional District 5; Councillor District VI; Senatorial Dis-





THE ORIGINAL CONCORD GRAPE VINE  
(From this vine, so carefully nurtured by Ephraim Wales Bull, came the cuttings which rapidly passed into the hands of nurserymen all over the country.)





trict 5th Middlesex; Representative District 13th Middlesex. State institution in Concord is the Almshouse.

**General**—The town of Concord has a fame more than Nation-wide as the "Birthplace of American Liberty." "If in Boston was the conception, and in Lexington the agonizing throes of deadly pain, here was the blessed child born." The story is well known, and is retold in another chapter of this history. On the 19th of April, 1775, British troops, attempting to destroy munitions in Concord, were met by the minutemen from many towns; were defeated, and for the first time in the history of England "a body of veteran soldiers fled before an undisciplined mob of inferior numbers. The British lost 65 killed, 176 wounded, and 27 missing. The Americans lost 49 killed, 36 wounded and 5 missing. This was not great as compared with modern battles, but exceeded that of many of the ancient decisive battles. The activities of Concord did not cease with this one struggle." It is credited with sending more than 2,000 men into the various armies of the Colonies for terms of service of differing lengths. For the expenses of the conflict she raised more than \$10,000 annually during the years of the Revolution.

There are other things for which the town is notable. It was the seat of the oldest English inland town in America, the first settlement above tidewater. In 1635 a dozen families made their way to what is now called the Concord River, then known as the Musketequid. Reports of the level lands where the Indians raised their corn led them to seek this plain. Protected by a grant of the General Court, September 2, 1635, for six square miles of land, they set about building their homes and prepared for the winter that was near at hand. A church had been formed at Cambridge in July, with John Buckley as its pastor, which was to serve the religious interest of the community. The Indians were treated fairly, the rights to the region secured, and everything seemed right for the growth of a large and prosperous colony. But the pioneers had yet to learn that undrained meadowlands, subject to overflow in the spring, were not the ideal place for growing crops. In 1644 a number of the discouraged and disgruntled left for Connecticut, while those remaining secured grants to areas to the northwest and began the cultivation of the higher lands. King Philip's War in 1676, caused the settlements great worry, but in spite of this they sent companies to help the more insecure towns. The one under the command of Thomas Wheeler did remarkable service, the account of which is well worth the reading. A troop of Concord soldiers were ambushed near Sudbury, of whom ten were killed. The military organization of the town was one of the first things attended to after the setting up of religion. Town soldiery was not only formed but drilled and kept ready for any contingency. Aside from the King Philip experience, these troops received

valuable training in the Indian and French Wars. It is not surprising that the town was so well prepared to take care of itself, and to help other sections, when the Revolution was thrust upon the country. The part taken in the Revolutionary War is so much a part of national and county history as to be told in full elsewhere. The story of Concord in other respects for the first century of its existence is the usual one of hardship, a struggle for food and raiment, and the incidents growing out of increasing numbers and the problems this raised. Its position in the Province was important, particularly in the regions away from the sea. It became the mother of a number of towns: Littleton, 1725; Bedford, 1729; Acton, 1735; Lincoln, 1754; Carlisle, 1780. Concord was made a shire-town in 1692. Courthouses were built in 1721, principally from the materials of the original church; in 1794, this one by the county, and which was burned in 1849. An attempt was made at this time to have Cambridge and Lowell made the shire-towns, but failed, and the courthouse was rebuilt in 1851. In 1867 another effort to remove the courts to their present place of holding was successful.

The education of the youth of a new settlement was one of the many difficult problems that Concord had to solve. Even as early as 1680 there was a school of sorts. This lapsed, but since 1692, schooling has been provided continuously. For a half century the school was moved around, at least the teaching was performed in different places. Districts were formed in 1831, seven of them, with schoolhouses in each. This system held until 1860, when a scheme much like that used at present was put in force. A high school was established this same year. The number of schools was cut down from year to year, and at present the central schools with motor transportation of the outlying pupils, is in favor. Private schools have been founded at various times, Concord Academy, which closed its doors in 1830, being the most noted.

Concord, like many other towns, has had societies for the promotion of culture, or to promote education or literary efforts. It is rather unique in really having a society which accomplished a great deal, and became known throughout a wider circle than the town. This was the Social Circle formed in 1782, but really growing out of the Committee of Safety organized during the Revolution. It held its meetings regularly with few interruptions, and celebrated its centennial in 1882. It was of this club that Ralph Waldo Emerson, who became a member in 1839, said: "Much the best Society that I have ever known is a Club in Concord called the Social Circle consisting always of twenty-five of our citizens, . . . Solidest of men who yield the solidest of gossip." Senator E. R. Hoar was another famous member. In 1879, the younger set organized a like organization called the Tuesday Club, and the ladies followed their example ten years later. The Concord Anti-



quarian Society incorporated in 1887, keeps alive the past of the town. The School of Philosophy formed by A. Bronson Alcott in 1879, attracted a great deal of attention at the time, and many able men addressed it during its life. Mr. Alcott's failing health, and the breaking away of some of the leaders, brought this strange "school" to an end in 1887. The present Free Public Library, with its magnificent collection of 55,587 volumes, according to a list of 1925, had many predecessors, and was the recipient of many gifts, the most notable being that of Mr. William Monroe, who gave the building and bequests before its incorporation. Another interesting fund of the town started with the will of Peter Wright, a weaver, in 1718. By it "Unto ye poore of the town of Concord that shall be, I do will and do bequeth unto their use all the produce of my real estate (after the death of my wife) forever." This was the beginning of the Silent Poor Fund to which has been added thousands of dollars, and which is distributed now, more than a century after his death, as he desired and planned.

Concord was originally an agricultural town, and still is to a limited extent. At one time, when the literary period of the region was at its height, with Margaret Fuller, Hawthorne, Emerson, and the Alcotts writing, the chief occupation of the villagers was said to be "Writing for the 'Atlantic Monthly'." It, however, has had its manufacturing period, or had industries of sorts throughout all its existence. Even as early as 1658 a move was made to organize the Concord Iron Works, to utilize bog iron, and operations started in 1660, transfers of stock being made as late as 1700. The plot on which the forge stood has changed hands many times, although it remained in the hands of the Conant family for nearly a century. Cotton and woolen factories have occupied the site through most of the long period, being changed or destroyed by fire a number of times. The Damon name is one connected with it for more than a half century beginning in 1834, and woolens have been the main product. The manufacture of lead pipe was begun in 1819, and sheet lead in 1831. This was later changed to a pail factory, and when the railroad made a junction, it started a boom which led to the founding of the village known as Junction, with its manufacturing facilities, 1870. The building of a State Prison in the vicinity also gave an impetus to its growth. This prison was planned in 1873, and the first prisoners placed in it in 1878, but only remained here for six years, when the prison became a reformatory. Warnerville and Westvale are the better known names of the town of Concord.

But manufacturing never secured a great hold in Concord. The section is too lovely, too well adapted for large and small residential estates. More and more the district is being given over to those, who with means, add to the natural beauty of the place with their fine homes. Large

farms are owned by the wealthy and have the appearance of parks. Many of the so-called run-down and abandoned small farms are going into the hands of hard-working and wise foreigners. There is so much of Concord that is historic ground that it is well that conditions are as they are. One of the finest things done by the town was the marking of many of these spots, the most of them at the 250th anniversary of the founding of Concord, held in 1885. Set up in the proper places are tablets of stone or bronze of which the more important are: The rock at the junction of the rivers:

On the Hill Nashawtuck  
At the Meeting of the Rivers  
And along the Banks  
Lived the Indian owners of  
Musketaquid  
Before the White Man came.

On a slate in the wall of the Hill Burying-Ground:

On this Hill  
The settlers of Concord  
Built their Meeting-House  
Near which they were buried.  
On the Southern slope of the Ridge  
Were their dwellings during  
The first winter.  
Below it they laid out  
Their First Road and  
On the Summit Stood the  
Liberty Pole of the Revolution.

On a bronze plate set in granite near the square:

Here, in the House of the  
REVEREND PETER BULKELEY,  
First Minister and one of the  
Founders of this Town,  
A Bargain was made with the  
Squaw Sachem, the Sagamore Tahattawan  
And Other Indians,  
Who then sold their right in  
The Six Miles Square Called Concord  
To The English Planters  
And Gave Them Peaceful Possession  
Of the Land,  
A. D. 1636.

On a bronze plate on the west side of the square:

Near This Spot Stood  
The First Town House



Used For Town-Meetings  
And The County Courts  
1721-1794.

On a stone by the road northwest of the minute-man :

On This Field  
The Minute Men and Militia  
Formed Before Marching  
Down To The  
Fight At The Bridge.

On a stone at the junction of the Old Bedford and Boston roads :

Meriam's Corner  
The British Troops  
Retreating From The  
Old North Bridge  
Were Here Attacked In Flank  
By The Men Of Concord  
And Neighboring Towns  
And Driven Under a Hot Fire  
To Charlestown.

#### FRAMINGHAM

**Statistical**—Population (1920), 17,033. Registered voters (1924), 6,837. Valuation of property (1925), \$37,175,901.

First mention in the records of the State, October 13, 1675 (Old Style).

Common land. June 25,\* 1700, the plantation of Framingham established as Framingham. July 5,\* 1700, certain common lands annexed. July 11,\* 1700, part of Sherborn annexed. June 13,\* 1701, bounds between Framingham and Sudbury established. June 16,\* 1710, bounds between Framingham and Sherborn established. March 7, 1786, part annexed to Southborough. February 23, 1791, part annexed to Marlborough. February 11, 1833, part of Holliston annexed. March 16, 1846, part included in the new town of Ashland. April 22, 1871, part of Natick annexed.

Framingham is in Congressional District 13; Councillor District VI; Senatorial District 1st Middlesex; Representative District 7th Middlesex. State institutions in Framingham are: The State Normal School for women only; and the Reformatory for Women. State official residing in Framingham is Harry C. Rice, Republican Representative.

**General**—In 1633, John Oldham, Samuel Hall and two other men started from Watertown, to found a settlement on the Connecticut River. They traveled by way of Cambridge up the north bank of the Charles River to Waltham, thence to Cochituate Pond, from there through South Framingham into the northwest part of Sherborn, and so on to their destination. Their way was probably along what was an Indian trail, but after their trip it became known as the "Old Connecticut Path." The earliest mention of the Framingham district was made in 1662, when it was described as "Wilderness Land" belonging to Thomas

Danforth "lying between Marlbury and the Old Connecticut Path." Some of the land had been disposed of by the General Court between 1640 and 1662, most of the grants made then being on the east side of the Sudbury River. From 1660 to 1662, the larger part of the territory on the west side was turned over to Danforth, and mentioned as his "Farms." Most of the early settlers of this region had their church homes in Sudbury, and when Sherborn was erected, folk in the southern part joined with it, while a few in the north met with those in Marlborough. There were very few people in the whole section for some years, but the number of grants were many.

The first of the pioneers was John Stone, who built on the west side of the Sudbury about 1646-47, and the next, Henry Rice, in 1659. John Bent bought land of Rice and located near the fordway over the Cochituate Brook: Thomas Eames settled near Mt. Wayte in 1669. With two sons of Stone, these were probably all that lived in the section before King Philip's War, 1675, which put a stop to the development of this and many other regions. This same year, 1675, October 13, is the date of the first recognition of Framingham as a district, at least enough as to cause it to be "taxed one soldier and one pound for the support of the war." With the death of Philip came an increase in settlers. Danforth began the selling of long leases to his "Farm" lands. Before the end of the century there were 350 inhabitants of the territory. After several attempts the incorporation of the Plantation of Framingham was secured, June 25, 1700. The Plantation as then formed was bounded easterly by Sudbury and the Natick Lands; on the south by Sherborn and some Indian lands; on the west by Marlborough; and north by Sudbury. Many changes have since been made. A part of Sherborn was annexed in the same year as well as some "common lands." In 1786 part was given to Southborough; 1791, part to Marlborough; 1833, part of Holliston annexed; 1871, part given to Ashland; and in the same year part of Natick was annexed. The present boundaries are: northeast by Wayland; east by Natick; southeast by Sherborn; southwest by Ashland; west by Southborough and Marlborough; and north by Sudbury. As originally laid out the area was 20,500 acres; the present total is 15,930.

Framingham was from its beginning a natural farming region, and agriculture was and is an important industry of the most of the territory. Much of the northern section is hilly, with a number of named heights, Nobscott, Doeskin Hill, Gibb's Mountain and others. Four ponds cluster in the southern part; Cochituate Pond forms part of the east border, and the Sudbury River flows the whole length of the town. There is much beauty of terrain in Framingham, but the usable sections of its soil are varied and separated. All kinds of crops can be produced but





MEMORIAL LIBRARY AND SOLDIERS' MONUMENT, FRAMINGHAM



STATE NORMAL SCHOOL, FRAMINGHAM





hay and milk are the principal exports. The town is naturally divided into two rather distinct parts, because of the industries and commercial development of one section along different lines than the other. In the south, when the railroad went through in 1835 and 1846, there started an industrial and residential development that soon placed South Framingham in a leading position in population and wealth. Farming was increased, for there was the greatest of accessibility to markets. Factories were started. The village became a prominent railroad town, the center of a circle that includes a dozen towns, and some of the most profitable farms of Middlesex.

Returning to the early days we find the new Plantation of 1700 busy with a meeting-house started before the incorporation. It was centrally located and the first roads were those cut along the paths worn to this church. It was only thirty by forty feet, with an unfinished interior, yet it was all that the town had until a second meeting-house was erected in 1735 on the Centre Common. It was not the best situation in the town, it being "literally in the woods, surrounded by swamps," but it was a potent factor in the shaping of the town, particularly because in 1735-45 the cut trails to the church from all over were made into roads somewhat crude but, still roads, the basis on those in the Centre now.

Framingham men were active in the wars preceding the Revolution particularly the French and Indian Wars. In the last of these, although the total militia of the town was about 170, not less than 160 were at various times engaged in the conflict. A summary of the condition of the town in 1760 gave the number of polls as 331, dwelling-houses, 198; work and other shops, including a foundry, 37; acres in cow-pastures, 1,023; the population was probably more than one thousand. Preparations were made for a prospective break with England through the several years preceding the uprising of the Colonies. Two companies of militia were formed and drilled; a "chest of 25 fire-arms and two field pieces" were bought; and all able-bodied citizens were enrolled subject to call. The two companies referred to consisted of 68, and 60 men. Minute-men and part of one company were on the road to Concord, April 19, 1775, arriving too late for the battle but helped in the pursuit of the flying British. Of 153 who were in this expedition only 8 returned home the next day, the most of them enlisting in the Continental armies. From this time on Framingham poured out men and money. Twenty-eight are on the lists as having lost their lives during the Revolution; how many citizens enlisted through the period is unknown. At the end of the war, the town had been drained of its resources. Farms had been mortgaged, the returning soldiers poor and discouraged, taxes were many and high. The population of Framingham was about 1,500, but it is not surprising that for two decades

there was little increase. Centre Village, in 1800 consisted of a few straggling houses and farms, surrounding the second meeting-house. Saxonville, then known as "The Falls," was as the latter name indicates, a mill district, with a saw-mill, and two for grinding meal. The first "corn-mill" in Framingham was built here in 1659, by John Stone, and a short time later, a sawmill was put up on the same dam by Daniel Stone. South Framingham gave little promise of its future in this year of 1800. A tavern, a cider-mill and a store comprised the total of the business of the place. The coming of the Clarks, the straw works, and the railroad gave the impetus to its later growth. Parks Corner was almost as important as South Framingham. It was the center of the Baptists in the town, having started in 1757, although no church was organized until 1811. Brackett's Corner was the site of a tannery (Joshua Eaton's) and the Trowbridge tavern. It also had a mason, a blacksmith and a baker. Three items of note were the forming of the Middlesex Lodge of the Masonic Order in 1795; the building of the brick school in Centre and the establishing of the Academy, 1792-99.

The years following the end of the eighteenth century saw the development of much that is still dominant in Framingham. The First Parish built a new meeting-house in 1806. The Worcester Turnpike was started in 1806, and was the main highway and means of travel through the town until the opening of a railroad in 1835. The Framingham post office was established in 1810, and several industries date from prior to 1835. Schools had been provided for the divided population of the section. Mention is made of a Joshua Hemenway as a teacher of 1706, and grammar schools, so called, were founded in 1714. A school-house was erected March 5, 1716, but not finished until two years later. The district school system was inaugurated in 1749, with nine districts, and plans laid for the erection of houses in the various sections. The district system served well until its abolishment in 1866. Grading of schools was introduced in 1831, and when the town hall was built in 1834, the lower part of the hall was divided into two schoolrooms and two departments established. Grammar schools were founded at Saxonville in 1856, at the Centre in 1857, and at South Framingham in 1869. High schools were introduced even earlier, there being one in Saxonville in 1852 in the Town Hall, and in Centre that same year. This latter was the successor to the Framingham Academy, and was kept in the Academy building for the first five years. Graded and high schools were completely organized on much the modern lines in 1865. The present schools are the natural outgrowth of the early ones, and have been increased in number to keep up with modern needs and population.

The first normal school founded in Massachusetts, and the first school devoted exclusively to the teaching of woman teachers was established





STATE ARSENAL, MAIN ENTRANCE, FRAMINGHAM



ARMORY, FRAMINGHAM





in Lexington, July 3, 1839. It was removed to West Newton in 1844, and in December, 1853, located in Framingham. The grove of pines on Bare Hill, in which the school is situated was the gift of William M. Clark and others. In 1890 the largest of the buildings was erected. James Chalmers was the principal in 1926.

In 1785 the last of the common lands were sold and the proceeds spent for the purchase of a library. In 1815, the Social Library was organized (or re-organized), this lasting for several years. The Lyceum Library was founded in 1834, out of which grew the Framingham organization which flourished up to the formation of the Public Library. The Framingham Town Library was another of the institutions that preceded the present one, and whose name was carried over with the books the owners so graciously donated. The volumes were kept in the Town Hall for a number of years, but through gifts and legacies, especially one by Moses Edgell in 1875, a fund was created which grew to large proportions, the income from which goes to support the present library. In 1872, a building was erected as a memorial to the soldiers of the Civil War, in which the library was housed. Branch associations were established at Saxonville and South Framingham. The number of books in the library according to the last returns was 45,314; Edith B. Hays is the librarian.

The beginnings of religious life in the town have already been mentioned in the accounts of the births of the First Parish and Baptist churches. The First Methodist Society dates from 1788, although there was no church organization in the town until 1833, when a meeting-house was built at the Corners to the north of Saxonville. It seems likely that the class of 1778 was the earliest in the Commonwealth. In 1844, the church was removed to the village, and in 1880, a commodious edifice erected. The Saxonville religious Society was incorporated in 1827 and a church erected the same year. It later became the Edwards Church of Saxonville. A Universalist Society was formed in 1829, which built a house in 1832, dissolving after two decades. Catholicism began as a mission in Saxonville in 1844, a place of worship built the next year; this was the foundation on which was built the St. George's Parish. The St. Bridget's Parish, taking in Framingham Center, South Framingham and Ashland, was organized in 1877. The South Framingham Baptist Church was formed in 1854, and built in 1855. St. John's Church, Episcopal, was established in 1860, erecting an edifice in 1870. The Methodist Episcopal of South Framingham dates from 1869, worshipped in various halls, building their present fine place of worship in 1890. The Second Congregational Church was organized at South Framingham in 1873, the members coming principally from the Centre Church. A Chapel was built in 1874, and a church in 1883. The Universalist Society

of South Framingham was organized in 1878 and re-organized in 1882, in the latter year dedicating their place of meeting. The Presbyterian Church of South Framingham was established in 1888, building in 1891. The other churches of the town date from this century.

Industrially, the history of Framingham has been, first, the development of water-power of the Sudbury River and other streams, and second, the clustering of factories around the junctions of the railroads that were built through the town. The usual corn and sawmills were set up prior to 1700. These, with an occasional fulling mill and forge, made up the industries for the first century. The Revolution taught the people that they must depend on themselves for what they were to use, and expansion in manufacturing began in the early years of the nineteenth century. The Sudbury River was harnessed in earnest, as was the Hopkinton and Cochituate Brook. A cotton factory was started on the Hopkinton River in 1811 by Samuel Valentine. Another was built at Saxonville only a few months later, under the name, Framingham Manufacturing Company. The factory burned in 1834. Another concern started a woolen mill at Saxonville in 1822. In 1837 this company had five woolen mills, eleven sets of machinery, and used three-quarters of a million pounds of wool annually, making a quarter million yards of cloth. In that same year it was bought out by the New England Worsted Company. The mills were burned in 1883 and rebuilt. In 1829, William H. Knight founded a carpet industry on Cochituate Brook. The property was sold to Boston in 1847, when that city was buying up water rights along the streams which it used later for a water supply of the metropolis. The making of straw hats was one of the big businesses of Framingham at one time. This continued from about 1830 to well after the Civil War. The Framingham Rubber Company began the making of rubber and rubber-coated goods in 1836, and carried on its work for three years. A larger and more successful company was the Para Rubber Works, founded in South Framingham in 1881. Their specialty was rubber over-shoes and boots, and quickly became the largest concern in the village. The Gossamer Rubber Clothing Company of the same village dates from 1875, and the Gregory Boot Factory, for a time the second ranking manufactory in South Framingham, was established in 1882. There were numerous other of the early manufacturing works which were displaced. One factor which entered into the changes, was the authorization of Boston to take water from Long Pond, or Cochituate Pond in 1846. In 1872 they were given the right to take the upper Sudbury River for a water supply. It ended the use of the streams for power and completed the change in location and character of industries started by the entrance of the railroads, from 1846 and later years.



Lakeview Press, incorporated under the laws of Massachusetts in 1905, is a printing establishment absorbed by Charles J. MacPherson from the Joel C. Clark Company about thirty years ago. The present owners purchased the controlling interest in 1911 from the MacPherson family. The new Board of Directors elected in 1911 were: J. Arthur Belisle, Edgar H. Roy, George E. Page, and the following officers were elected; J. Arthur Belisle, President; George E. Page, Secretary; Edgar H. Roy, Treasurer; and the above officials are in office today.

From a modest country town printing plant, Lakeview Press now ranks among the largest and best in the State. In 1911 the Press occupied a floor space of 4,000 feet in the Tribune Building on Irving Street. In 1916 business had expanded to such an extent the present quarters were nearly outgrown, but owing to the World War, it was necessary to work the equipment overtime to take care of the growth. In 1920 a new plant was erected with a floor space of 15,000 feet, there being two floors of 7,500 feet each. Being practical printers the officers gave much of their time to the productive end of the business, customers often being received in the workroom, thus making the customers feel they were a part of the organization.

Different steps in progress of the plant were from the hand composition to the machine composition; then came the automatic presses, the development of the speed required during the war. The equipment is now thoroughly up-to-date in every respect, consisting of 5 high speed presses, plus three cylinder presses for fine book work; several job presses and the bindery; each job being taken care of in the plant. The plant has 26 employees.

### HOLLISTON

**Statistical**—Population (1920), 2,707. Registered voters (1924), 1,425. Valuation of property (1925), \$3,947,394.

First mention in the records of the State, December 3, 1724 (Old Style).

Part of Sherborn. December 22,\* 1744, bounds between Holliston and Hopkinton established. April 28, 1781, part of Hopkinton annexed. March 3, 1829, part of Medway annexed and bounds established. February 11, 1833, part annexed to Framingham. March 27, 1835, part annexed to Milford and bounds between Holliston, Hopkinton, and Milford established. March 16, 1846, part included in the new town of Ashland. April 1, 1859, bounds between Holliston and Milford established.

Holliston is in Congressional District 13; Councillor District VI; Senatorial District 1st Middlesex; Representative District 8th Middlesex. State institution in Holliston is the Almshouse.

**General**—Holliston, the southernmost town in Middlesex, lies east of Hopkinton the southwestern-most division. Medway and Millis, in Norfolk County form the southern boundary; Ashland is on the north;

and Sherborn, the mother town, is on the east. The topography of Holliston is the usual hilly land of Middlesex, with several ponds, Talbot and Winthrop being the largest, and a number of meadows and even lower lands. These latter have been either drained and turned into the best of vegetable farms, or given modern treatment, are utilized in the growing of cranberries. The average soil is not particularly rich, but has been the seat of an agriculture that dates from the first planter in the area, Lieutenant Henry Adams (1660). Farming has been the longest lived of the various industries of Holliston, and is still carried on with success. The principal change in this occupation has been from the grain growing of the early fathers to dairying, although this was one of the first sources of income. Fruit raising and vegetable growing has also played quite a part in the agriculture of the district. The rural character of the section led to the formation of a number of little settlements which later developed into the villages known as Holliston, East Holliston, Metcalf, and Bragville in the extreme south. The railroad winds from the upper part of the town to the lower, giving transportation facilities surpassed by few areas in this part of the county.

The history of Holliston since it was a part of Sherborn until 1725 may be found under the chapter on Sherborn. Probably the first grant of land in the present Holliston, was that made by the General Court, in 1659, to Major Eleazer Lusher of Dedham, and Dean Winthrop, son of Governor Winthrop. Lusher's grant was located in the central part; Winthrop's in the eastern section on the pond which bears his name. Lusher sold his land to Lieutenant Adams, who located on it immediately, cut the pastures and introduced cattle. Winthrop's grant was sold to Captain John Golding, but seems to have had no one on it until 1705. There seems to have been few who pioneered in Holliston before 1679, when a grant was made for the erection of a sawmill on Bogistow Brook. A "corn-mill" was built by Samuel Lind, of Boston, the sawmill coming later. This was the first grant made by Sherborn, a second division of the lands occurring in 1682, with which came another family or two. Very few had located before 1700; possibly because perfect titles to farms were hard to secure, being somewhat complicated by the fact that both King and Indian claimed ownership, and also because immigration had been discouraged until 1682. The dominant reason for the slow growth of the area was the lack of church privileges, the great desideratum of the early pioneers. They wanted to go to services, but they did not want to travel several miles over almost unbroken trails to Sherborn every Lordsday. It thus came about that as late as 1723 when a petition was made for the separation from Sherborn, there were only eighteen families in the whole of Holliston.



There probably would not have been any separation for years if the request of the people in the western part of Sherborn, which the latter town at first granted, for the erection of a projected meeting-house near the farms of the Holliston section, had not been refused. The vote to place the church close to the present village of East Holliston was rescinded, and the suggestion made "that the Form and Situation of the Town was so ill Convenient that one Meeting-House Cannot be so placed as to Suit the Whole Town, but that in time there will be the need of a town to accommodate the Inhabitants." It was a sensible decision, but left the western part of Sherborn without a church. On June 3, 1724, a petition from the "westerners" recited that "the great distance from the place of Public Worship, the said town being twelves miles long" made them suffer great inconvenience. A committee recommended that the western part be made a separate precinct, that they must build a meeting-house within eighteen months, provide a minister, should be allowed to assess lands for the building of the church and settling the minister, secure and maintain a school-master, and be freed from paying any part of the sum used in the erection of the new Sherborn church. The report was accepted *in toto*, except that the new civil division was made a town instead of a precinct. A bill was passed by the Legislature erecting Holliston, December 3, 1724. The name was chosen in honor of Thomas Hollis, a merchant of London and a benefactor of Harvard. John Hollis returned the compliment by giving the town an "elegant folio Bible" for the pulpit of the meeting-house that was yet to be. The Bible has been preserved until the present day, after having been in continuous service for the first century of the church. Dr. Blanchard comments on the establishment of the town: "This incorporation was made fifty years after the incorporation of Sherborn, the mother town, and seventy-two years after the first settlement west of the Charles River, so slow was the progress of settlement in New England after the first immigrations in 1620-41. The township then comprised 15,086 acres, but in 1826 sustained a small reduction by the exchange of land with Medway, and a larger one in 1846 by the incorporation of Ashland."

The second town meeting, January 4, 1725, only eleven days after the first, planned for the erection of a full-sized meeting-house, which was completed two years later at an expense of about one hundred dollars. It was located "south of Jasper's Hill, on the west side of the road," and was the only church in the town for nearly a century. This house was repaired and enlarged in 1772, but was torn down in 1822 and sold in parcels to those who valued the antique or religious associations. The new Congregational church, built in 1823, has been the home of the society since. The other churches in the town were of

rather recent origin, the Methodist dating from 1831, Universalist from 1836 and the Baptist from 1860. The first sermon preached by a Methodist is said to have been in 1794, but it was not until September 18, 1833, that a church was dedicated, which in turn was enlarged and rededicated February 3, 1875. The Universalists organized May 31, 1836, and had their church ready for use January 9, 1839. As an organization they went out of existence in 1860, the meeting-house being used by the newly formed Baptist Society in 1864. The Baptist church was built in 1867, the Universalist church then coming into the possession of the Catholics, who held services until their own substantial edifice was ready in the last of 1873. In 1888 the Universalist Society reorganized and secured incorporation papers.

Plans for the education of the children of Holliston were made in 1730, and in 1738, the town was divided into North, West and Central school districts, with a schoolhouse in each section. In 1801, eight districts were established, and \$334 voted for the support of these eight schools. The number of schools increased until, in 1890, besides a high school, there were five grammar and nine lower schools. A private high school was established in the town in 1831, and after a few years of irregular sessions, came in 1836 under the management of Rev. Gardner Rice, and increased in attendance until, in 1842, it had 361 pupils. It became known as the Holliston Academy in 1839, and in 1850 was removed to the south side of Jasper's Hill, taking the name of Mt. Hollis Seminary, which name soon came to be applied to the hill. The building in which the sessions of the seminary were held was burned in 1871, October 25, but soon replaced. The town, however, had bought the place in 1856 and turned it into a public high school. A Public Library was formed July 19, 1879, in accordance with a plan of Ellis Bullard, who by will had given \$1,000 for this purpose. Other sums were bequeathed, or donated, the town taking it under its care and housing it in the town hall, the latter having been built in 1855.

In war, Holliston has been well represented, a few of the more adventurous being in the French and Indian strife. But with the coming of difficulties with England, the war spirit was aroused, and the town not only voted patriotic resolutions, but backed them up with men, munitions and money. On July 5, 1776, following the signing of the Declaration of Independence, it was voted that the sum of eleven pounds be paid to "Each man that shall Inlist . . . and do his turn for the town as a hired man." The sums given by the town during the conflict were surprisingly large, considering the smallness of the population. What was done, and who, if any, engaged in the War of 1812 is unknown. During the Civil War, those entering the service from Holliston were given large bounties, and those left behind well cared for. The



known number of enlistments from the town was 354, of which 66 were natives of Holliston. On the Soldiers' Monument, erected in Central Cemetery in 1874, are the names of fifty-four of Holliston's soldiers who lost their lives in the Civil War. There is also a record of the battles in which her troops were engaged, including Gettysburg, Wilderness, Spottsylvania, Petersburg, and others, twenty in all. The record of Holliston in the World War may be found in another part of this work.

Before considering the industrial history of Holliston note should be taken of the growth of population over certain periods. At the time of its incorporation, 1724, there were probably fewer than one hundred and fifty residents, no village, and only thirty farmhouses in the whole area. A century later the number of inhabitants was about thirteen hundred; nearly a century later (1920) the population is given as 2,707, the peak being in 1850-60 when it was a few hundred more than at present. The increase in numbers has nearly always been coincident with an increase in manufacture. The first attempt at any industry that later grew to large proportions was that of Colonel Ariel Bragg who began in 1793 the manufacture of shoes. He made twenty-two pairs of shoes, took them on his horse to Providence, Rhode Island, where he disposed of them for \$21.50. In 1800 and 1810 Hezekiah and Jonathan Bullard began business on almost as small a scale. In 1816, Timothy Rockwood manufactured goods which he sold in Boston, and in 1821, the names of Batchelder, Currier, Littlefield, and others are connected with manufacturing. Two tanneries, one at West End, the other at Chicken Brook, supplied the raw leather. Others came into the shoe-making business and it soon became the principal trade in Holliston. By 1874 there were ten large shops with an output of \$1,000,000 annually. The hard times of 1879 gave this, as well as all the other manufactures, a set-back from which Holliston made a slow recovery. The first large mill in town was that of Elihu Cutler, built in 1803, and was designed for the making of thread, and later became a wood-working shop.

The making of straw articles, principally hats, began as early as 1815, when Charles and George Leland started in on a business that was continued and improved by Thayer, and then Lewis Slocum. A large factory was built in 1862. Coach lace was made in 1827 by Prescott Littlefield; in the same year a trip-hammer forge was installed in one of the machine shops. Pump making became one of the large industries, starting, in 1837, with the small works of Houghton and Joslyn and continued by the George and Charles Wilders. Knit articles were made by George B. Fiske in 1874, and the Holliston Mills went into the making of blankets in 1881. There were many other industries

started from time to time, some of which lasted a few years; some coming in changed form and in different hands down to the present.

The banking requirements of the town were met rather late in the development of the business life of the town. Farmers occasionally were bankers on a small scale, but the first regularly organized establishment was the Holliston Bank incorporated with a capital of \$100,000 in 1854, with William S. Batchelder as president and Rufus Brewer as cashier. It built a brick bank in 1872. In 1872, the Holliston Savings Bank was established and promptly became one of the most helpful of the town's institutions.

Social, fraternal and benevolent organizations have played a full share in the life of the community. Some like Post 8, Grand Army of the Republic, instituted March 10, 1867, with its various auxiliary corps have dwindled sadly with the death of those eligible. Others are increasingly thriving with the added years. The Mt. Hollis Lodge, Free and Accepted Masons, was chartered in 1865. The Independent Order of Odd Fellows was organized about 1875. The Ancient Order of Hibernians, Division No. 24, was formed in 1876; the Grange No. 115 of the Patrons of Industry in 1884. Most of the other social organizations of the town are of recent origin.

### HOPKINTON

**Statistical**—Population (1920), 2,289. Registered voters (1924), 1,195. Valuation of property (1925), \$3,014,170.

First mention in the records of the State, December 13, 1715 (Old Style).

Certain common lands and the plantation called Moguncoy. June 14,\* 1735, part included in the new town of Upton. December 22,\* 1744, bounds between Hopkinton and Holliston established. April 28, 1781, part annexed to Holliston. March 8, 1808, part annexed to Upton. March 27, 1835, part of Milford annexed, part annexed to Milford, and bounds between Hopkinton, Holliston, and Milford established. March 15, 1846, part included in the new town of Ashland. April 28, 1853, part of Ashland to be annexed when a certain sum is paid by Hopkinton. May 2, 1853, three hundred dollars paid by Hopkinton and the act in effect. May 16, 1907, bounds between Hopkinton and Milford established. May 16, 1907, bounds between Hopkinton and Upton established.

Hopkinton is in Congressional District 4; Councillor District VI; Senatorial District 1st Middlesex; Representative District 8th Middlesex.

**General**—The town of Hopkinton, located in the hilly extreme southwest corner of Middlesex, thirty miles from Boston, was formerly one of the largest divisions of the County. As originally laid out it was bounded by Sudbury, Sherborn, Mendon, Sutton and Westboro, and contained more than 25,000 acres. On June 14, 1735, four thousand acres were taken to form a part of Upton, and on March 16, 1846, a smaller area went in the establishment of Ashland. The present acreage is



18,509. The name of the town was derived from Edward Hopkins, who came from England in 1637, returning to his home and dying in 1657. He left the sum of 500 pounds to be invested in New England lands, the income from which was to go to the cause of education at Cambridge. The sum was not available until after the death of his widow in 1698, and then amounted to eight hundred pounds. Six hundred of this was spent by the trustees of the fund in 1715 for the purchase from the Indians of 8,000 acres of the "Magunco lands." To these were added by the General Court 17,000 acres of the province land. Upon the petition of the trustees the combined territory was incorporated as Hopkinton, December 13, 1715, the first meeting under the charter being on March 25, 1724. Half of the best lands in the new town were voted by the trustees for allotment to tenants; the remaining portion was to be held for the common use of the residents. Leases were to run for 99 years, from March 25, 1723, at an annual rental of three pence an acre. A century later trouble arose concerning rents which were settled by the Legislature purchasing the rights of the trustees for \$8,000, and the tenants for \$2,000, the trustees abandoning all claim to the lands.

There were settlers in the section as early as 1712, but the area never had the concerted movement to it of large groups which characterized the settlement of most of the Massachusetts parishes. The pioneers were unrelated individuals; not until 1719, when 18 families from the north of Ireland, although of Scottish descent, came by way of Boston, was there anything approaching group settlement. Among these were: Hugh Black, James Collier (one of the first selectmen), Samuel and James Walk, the Hambletons, Robert McCook, Robert McFarlane, Samuel Crooks and Joseph Young, the ancestor of Brigham Young. To John Bixby went the honor of having the first child born in the district, August 30, 1712. Hugh Mellen, tradition says, built the first house in Hopkinton. John How supplied the home in which religious services were held before the first meeting-house was erected.

In another respect was the establishment of Hopkinton different; it did not grow of a desire to make provision for a place of worship. In 1724 the town voted "to build a house forty-eight feet long, thirty-eight feet wide . . . . That the meeting-house be raised by ye 2d of May." The house was not raised until December, 1725, and by June of the next year had been completed sufficiently to be used for town meetings. The meeting place stood on its original site for more than a century, being moved and turned into a barn in 1829, and used later by ex-Governor Claflin as a boot factory. Samuel Barrett, Jr., was the first pastor, July 24, 1725. He was given a ninety-nine-year lease of a hundred acres, thirty pounds towards the buildings of a house for himself, to which sum the town added one hundred pounds in labor and

materials. This house was built on the site of the present town hall in 1725, where it remained until 1830. The church that replaced the original meeting-house in 1829 was burned in the fire of April, 1882.

The Church of England was represented in Hopkinton, in 1745, when the rector of King's Chapel, Boston, took up nearly nine hundred acres of land in the town. He built a small church and endowed it with 180 acres, July 9, 1748. The second edifice was dedicated October 7, 1818, and destroyed by fire, July 18, 1865. The first Methodist church was built about 1810, a second building being erected in 1865. As early as 1846 the Catholic Parish of Milford was formed which included Hopkinton. The real beginning of the town parish was not until Civil War times, and as a separate entity dates from August, 1877. In this year the corner-stone was laid of a splendid edifice, which, however, was not completed until years later and dedicated in 1886.

The pioneers found in the Hopkinton region a country broken and rocky, one with rich enough soil, well watered, but one to tax the capabilities of every farmer. It was the main sources of the Charles, Sudbury and Blackstone rivers. There were two large ponds, one of which, Whitehall, was the head of the Sudbury, while the North Pond was one of the sources of the Blackstone. The mineral springs were not discovered until 1816. Water power and soil and forest, these were all that the section had for the newcomers. Agriculture became and continued as the principal occupation. Farms multiplied, all the grain did and still does well. Fruit growing and dairying was one of the later developments, and now form with vegetable growing the principal producing business of the town. Population figures throw an interesting light on the development of Hopkinton. At the time of the Revolution there were 1,134 residents. There was a steady growth without setback for the next century. By 1840 the population had doubled, 2,245; in 1860 the number was 4,340, the crest in figures being reached in 1880 when there were residents to the number of 4,601. Even the loss of Unionville, in 1850, with its thousand citizens did not bring about a net loss through all these years. It was not agriculture, but manufacturing, that brought about the increase after 1840. And it was the departure of manufacturers that brought the losses following 1880.

Cotton was one of the productions in the early part of this period, the statistics of 1845 showing a yearly consumption of this material to be 280,000 pounds; yardage of cloth produced, 612,000; twine, 20,000 pounds; batting, 30,000 pounds. It was the making of boots and shoes that was the principal source of the growth and prosperity of the town. It is claimed that Hopkinton showed the world that the sole of a boot could be put on with wooden pegs instead of sticking it on as had been the practice. This method of attachment was discovered by Thomas





VIEW FROM POPE'S HILL (MOUNT BELLEVUE), 1862—HUDSON



GEORGE HOUGHTON'S FIRST SHOE FACTORY, CORNER MAIN AND HIGH STREETS, 1858, HUDSON





Walker in 1820 and brought about a revolution in the boot and shoe industry of New England. Mr. Walker and his five sons were all engaged in this business, and S. and J. Crooks, in one of the Walker shops built in 1860, had what was then the third largest boot and shoe factory in Massachusetts. Lee Claflin, father of Governor Claflin, started in this line of manufacturing in 1840. Thompson, Coburn, and Woods, were the names of those prominent in the early period of shoemaking. In 1850 there were eleven boot and shoe factories in the town; in 1855 the value of leather products manufactured in Hopkinton was \$1,058,837, numbers employed, 1321. The fire of April 4, 1882, destroyed the Bridges and Company factory, as well as others. There was also about this time a moving away of several of the plants. In 1885, the value of products was \$1,562,820, number employed 901, but marked the diminution in importance of the leather manufactures of the place.

The military history of Hopkinton began early and has been continued with honor through the World War; an account of her participating in the latter may be found in another chapter of this work. In 1741, twelve of the townfolk were a part of an expedition against the West Indies, during the Spanish War, of which only two returned. The war against France, known as "King George's War" in the Colonies, found the district represented by no fewer than twenty-six, including Patrick Shays, the father of Daniel Shays, the later leader of the Shays' Rebellion. Preparations had been made, and when the Revolution broke out in 1775, although there were only 200 families in the town, there was sent at various times during the conflict, a large percentage of its men. So, too, during the Civil War, now a populous district, 420 men were furnished the Government, and the amount of money spent on account of the war amounted to more than \$30,000. A list of the names of those serving in this war can be found in Hurd's "History."

### HUDSON

**Statistical**—Population (1920), 7,607. Registered voters (1924), 3,116. Valuation of property (1925), \$9,257,282.

First mention in the records of the State, March 19, 1866.

Parts of Marlborough and Stow. March 20, 1868, part of Bolton annexed. May 1, 1905, bounds between Hudson and Berlin established. May 24, 1905, bounds between Hudson and Stow established.

Hudson is in Congressional District 5; Councillor District VI; Senatorial District 5th Middlesex; Representative District 10th Middlesex. State institution in Hudson is the Almshouse. State official living in Hudson is Henry T. G. Dyson, Republican Representative.

**General**—In an address made, in 1876, by Charles Hudson, after whom the town was named, the following sentence was uttered which is as true

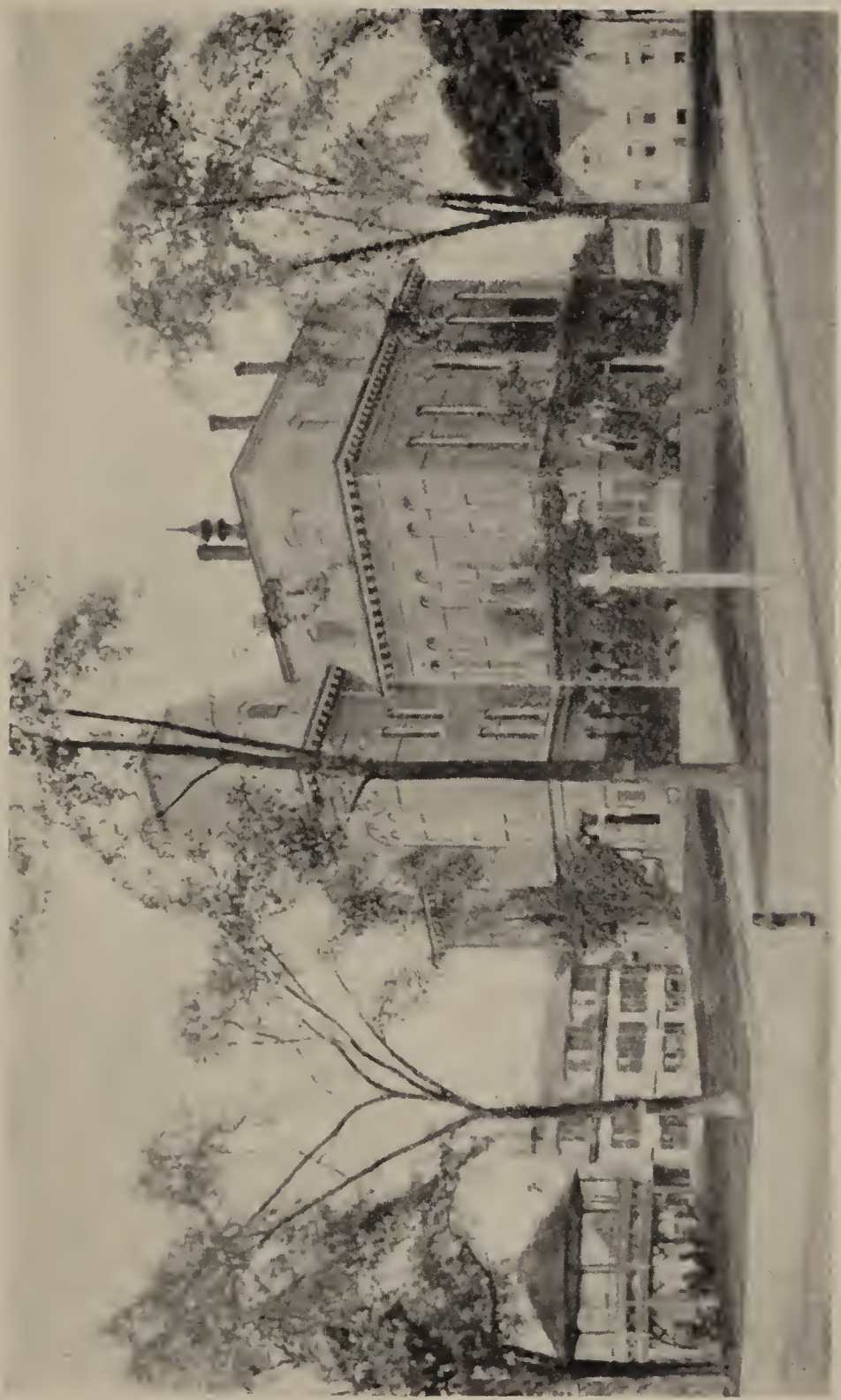
today as the time it was made: "The citizens of Hudson have not only shown by their thrift that they have been stirring business men, but, by their public records show that they have been active as townsmen in preparing everything for a prosperous municipal corporation." The town of Hudson is of modern origin as compared with the most of the other towns of Middlesex, and has been very modern in all of its development. Farming was the first industry, manufacturing not being encouraged in the early days. As long as this was true there was little expansion or improvement in the section. But with the coming and increasing importance of manufacturing firms, an impetus was given that led to its separation from Marlborough, and a blossoming out into one of the busy, thrifty, growing towns.

Hudson in its natural beauty is comparable with the Berkshires. Located in the valley of the Assabet River, a not large but lovely stream, and which supplies water-power for some of the industries, the gentle slopes are admirably suited to the homes that occupy so much of the surrounding land. Mount Bellevue dominates the landscape; there are ponds which catch the eye, notably Mirror Lake, and the fertile land make parkways of the roads. Hudson is situated in the extreme west part of Middlesex County, 28 miles from Boston, with several small villages for which it is the trading center. The population has steadily increased from the 1,800 when it was first incorporated to 7,607 in 1920. Two railroads supply, with electric lines, ample means of transportation.

The early history is that of Marlborough, of which Hudson was the northern part. Distance from the village of Marlborough, difficulty in the handling of business and legal matters, and trouble over the management of schools, led to the desire for a separate incorporation. After downing opposition, a petition to the Legislature for incorporation was granted March 16, 1866. On March 20, 1868, the boundaries of the town as they now are were established, taking in a part of Bolton.

A town with fewer than sixty years behind it might be supposed to have no ancient history, but it is known that a part of Hudson was included in the "Indian Plantation" which was granted to certain citizens of Sudbury in 1656. Other areas were added to this in the next few years. How legal possession of these Indian lands was secured is unknown, but in 1698, John Barnes came to the section and took up lands on both sides of the Assabet River and built a grist-mill there in the next year. Barnes evidently did not control the mill long, for it was known as Howe's mill, and the first recorded real estate transfer in Hudson, was that of the acre on which Barnes had built the mill (1701. This territory was then all in Marlborough, and it was the latter town that constructed the first road, and built the first bridge at Howe's mill in 1699. Jeremiah Barstow owned the mill by 1712,





HUDSON'S MUNICIPAL BUILDING





and is supposed to have erected the first house in Hudson. Ten years later the property was sold to Robert Barnard who opened a public house on the road from Marlborough to Lancaster. By 1794 the section was relatively well settled, there being Joel Cranston's store and tavern, another mill, a black-smith shop (used for a century), a tannery (1799), and by the new century a number of new industries had sprung up, forerunners of the industrial era which was to flourish a half century later. In 1799, Silas Felton joined Cranston in business and the village soon began to be called by his name, Feltonville. The change in name to the present title came at the incorporation of the town in 1866, being given in honor of Charles Hudson, the donor of \$500 for a public library. "The foundation of the shoemaking industry may be said to have been laid by Daniel Stratton, who, as early as 1816, started in business. He built a factory in 1821 on Washington Street, when there were still but two houses and one store at the 'Mills,' and the business was necessarily on a small scale. Here he employed four hands and continued the business for a few years, selling it to his son Lorenzo, who in turn sold to William Brigham, and the name of Brigham has been actively identified with the leading industry of Hudson continuously until 1911."

Most of the shoe-manufacturing development on a large scale came about in the middle of the century. The firm of Stow, Bills & Hawley started in 1854. In 1857, George Houghton built a shoe factory on the corner of Main and High streets, sixty feet long and three stories high, enlarged the following year to a hundred feet. A five-horse upright steam engine, installed in this remarkably large building, was the first use made of steam power in Hudson. In 1863, the establishment was moved and enlarged. In 1857, the F. Brigham factory was built, in 1859, Lumen T. Jefts started in the shoe business, and in 1865 W. F. Trowbridge built a four-story shoe factory. Subsidiary companies came into existence, making shoe machinery, lasts, dies and boxes, and the shoe industry was safely intrenched as the important trade of Hudson. The most of the other industries which give Hudson a diversified means of support, have come to the section within the last thirty or forty years. In 1885, the Apsley Rubber Company, starting under the name of the Goodyear Gossamer Company, making all kinds of rubber clothing, boots and shoes, was perhaps the most notable addition.

Along with the growth of industries was an attendant growth in all the utilities needed by the municipality. A schoolhouse had been built as early as 1799, another in 1812, and when the new town of Hudson was established, work began on two new buildings, one in the centre and the other in the west part of the town. In 1878, another school was erected on Green Street, and in 1882 a brick building on Felton Street for the use of high and grammar schools at an expense of \$15,000.

In 1866, the appropriations were \$3,000; in 1890, \$10,000; in 1925, \$74,000.

The present school system is under the supervision of a competent superintendent, assisted by more than forty teachers. Courses now include all the modern additions that are part of the present curriculum. Hudson is fortunate in having very superior library facilities. The original gift of Charles Hudson in 1886, with many additional contributions by the town and citizens, and 721 books were purchased. The circulation in the first year was over 5,000. The library rapidly grew in favor of the townspeople, and constant additions were made. The first home was a drug-store, the second a savings bank, the third the town hall. Through the gift of Andrew Carnegie, of \$12,500, the present handsome building was erected in 1904 on land purchased by the town, the town also contributing largely to the fund used for this purpose. Moneys collected in previous years for a Civil War memorial were used in the making of the reading room such a memorial, a tablet being placed over the fireplace on which were inscribed the names of those who gave their lives in that conflict. The library is opened daily, and in 1925, the circulation of books averaged 54,000 annually. The library serves as headquarters for the Historical Society, Woman's Club, and several civic organizations.

The Municipal Building, a very handsome affair, was built in the center of the town in 1872 at a cost of \$60,000, and although the population of Hudson has greatly increased, is still large enough to meet most requirements.

Hudson is well supplied with churches, the more important denominations being represented there. Three of these, the Baptist, Methodist, and Unitarian, are grouped together on the appropriately named Church Street. The Catholic church, whose spires dominate the sky-line of the town, is located on Maple Street near the others. The fire of 1894 brought a change in the location of the churches. The first organized congregation in Hudson was the Baptists, who were holding meetings in 1844, and who built the first religious edifice in the town in 1851. This was used until replaced by the present building, dedicated October 23, 1877. Methodism was introduced in the section in 1800 by Phineas Sawyer, but there was no continuous preaching of this faith until 1865, when a hall was fitted up near the railroad station, and Rev. W. W. Coburn began services. A church was built and used from 1866 to 1911, when it was burned. The present edifice at Felton and Pleasant streets was dedicated June 15, 1913. The Unitarian church started as the Union Society about 1850, and four years later held their meetings in a small hall in the basement of the School Street school. In 1860, when Feltonville had only about a thousand inhabitants; the members of this church started the construction of their present fine





LEWIS BLOCK, ONE OF HUDSON'S LARGEST BUSINESS BLOCKS





church, which was finished that same year at a cost approximating \$9,000. The largest church in town is St. Michael's Catholic, the cornerstone of which was laid August 25, 1889. Completed at a cost of \$35,000, it has at various times been enlarged and improved. The Catholic parish was founded in 1869 by Father McGuire and a little chapel built. This old building stood in the rear of the present church until it was destroyed by fire in 1903. The Congregationalists organized at Temple Hall in 1889, dedicated their church September 3, 1902. The St. Luke's Episcopal Church started in St. Luke's Hall, and built their edifice on Wood Square in 1913.

Among the other noteworthy buildings of Hudson, mention should be made of Harriman Grammar School on Apsley Street, the High School on Felton Street, the State Armory, Company M, Fifth Regiment, on Washington and Park streets, and the Central Fire Station. The Fire Department originated in 1842 as the Feltonville Engine Company with 21 volunteers. The present force includes a complete array of fire-fighting devices, engines and trucks; with a force of fifty men. A complete fire alarm system covers the town. The greatest disaster that ever visited Hudson, was the fire that started Independence Day, 1894, in the rear of the Frank Chamberlain shoe factory. It soon raged beyond control. Aid was given by all the nearby town fire departments. But before the conflagration had run its course, forty buildings had been destroyed over an area of five acres, with a loss of more than a half million dollars. All this occurred in less than three hours, and in that time many of the historic landmarks of the town vanished forever. The vitality of the citizenship was shown in the prompt endeavors to rebuild. Today more than twenty-five modern brick and stone blocks and stores and other buildings have replaced the destroyed, and the old half-rural business street of 1894 is now a commercial section of which any community might be proud.

Hudson's light and power plant is ample for the needs of the town. The sewage pumping station is operated by electric power from this plant. The water supply of the municipality is drawn from a lake fed by natural springs two miles distant in Berlin. This lake (Gate's Pond) has an area of ninety acres, with a well protected watershed, supplying water of the finest quality and free from contamination. In 1898, a new dam was constructed which increased the depth two feet, and enlarged the watershed about twenty acres. Additional measures have been taken for the increasing of the supply.

The town has many social and fraternal organizations. Some of the largest of these, having finely appointed halls are: The Elks, Eagles, Odd Fellows Lodge, No. 154, and the Masons. Cochran's, St. Jean's, Hurlburts, Knights of Columbus and Hibernian Halls give an abundance

of meeting places. Of the ladies' organizations, the largest is the Hudson Woman's Club, started in 1898, which has been one of the most powerful factors in the improvement of municipal conditions. Beautiful Wood Park on Park Street, and Apsley Park opposite, with the Assabet River separating them, are on lands secured through its labors.

Banking facilities are represented in Hudson by a National, a Savings and a Co-operative bank. The first of these institutions to be established was the Hudson Savings Bank, incorporated February 26, 1869, with Francis Brigham, Edmund Stowe and George Houghton as corporators. The sum of \$210 was deposited by the trustees for the expenses of the bank, and opened in what is now Cochran's Block. Deposits for the first day were just ten times the amount supplied by the founders.

Banking exchange was impossible outside of Marlborough until the Hudson National Bank was started, January 23, 1882, by Charles Robinson and others. The capital was set at \$100,000; president, Lumen T. Jefts; vice-president, E. M. Stowe; clerk, H. C. Tower; teller, George A. Loyd (Loyd only remained a year when he was replaced by Caleb L. Brigham). The bank opened with only three depositors, but in one year the total of the deposits amounted to nearly \$75,000.

The Hudson Co-operative Bank was incorporated, October 22, 1885, with Lumen T. Jefts as president; Charles H. Welch, secretary; and Josiah S. Welch as treasurer. The first series was issued in November of the same year.

Back of the banking, back of the stores, and back of all the prosperity of the town stand the manufacturing concerns. A number of the earlier ones have received mention. One has but to tour the town as did the Japanese Embassy in 1872, and glimpse the number of large factory buildings to realize the importance of Hudson industrially. Of the modern plants, the largest are: the Thomas Logan Shoe Company on South Street; The Apsley Rubber Company; the Dunn Green Leather Tannery, and the Chandler and Patten factory; the Hudson Worsted Company on Broad Street; the C. Brett Company shoe factory; the Lapointe Machine Tool Company; the I. Foulds and Son Textile Leather Factory; and the Wottoquottoc Worsted Company on Cherry Street.

## LINCOLN

Statistical—Population (1920), 1,042. Registered voters (1924), 568. Valuation of property (1925), \$3,526,502.

First mention in the records of the State, April 19, 1754.

Parts of Concord, Lexington and Weston. February 28, 1853, bounds between Lincoln and Lexington established.

Lincoln is in Congressional District 5; Councillor District VI; Senatorial District 5th Middlesex; Representative District 13th Middlesex. State official residing in Lincoln is Charles S. Smith, Counsellor.



**General**—The town of Lincoln, lying west from Boston about thirteen miles is one of the picturesque agricultural and residential sections of Middlesex. It is about five miles in its longest length and three and a half miles in its shortest, and contains some 8,000 acres. Concord bounds it on the northwest; Bedford on the north; Lexington and Waltham on the east; Weston on the south; and Wayland on the southwest. Two beautiful bodies of water add variety to the somewhat hilly surface, Sandy Pond of 200 acres, and Beaver Pond with an area of fifty acres. For more than a mile on the southwest border, the Concord River spreads out in a bay of more than forty acres, known as Fairhaven. Many attractive residences surround these waters, and the town is becoming well known for its fine building sites. The town is elevated, the hills opening vistas of a wide range of country. One unique feature of the terrain is, that all the many little streams flow *out* of town, there being no danger of contamination of its waters by the sewage of factory filth from the outlying towns.

The development of the district has been that of a rural community. Farming has been the main industry from the day of its first settlement, manufacturing never having been instituted on any large scale. Even the water powers were never used as in more distance sections. Grain and grass have been the principal crops grown in the past, and dairying is still of paramount interest. But the soil and character of the terrain have been favorable to fruit growing, while vegetables also do well. Much use of glass has been made, and green-house products bulk large in the total value of agricultural shipments.

Historically, the story of Lincoln is to be found in the records of Watertown, Cambridge, Concord, Lexington and Weston, of which parts of the town have at different times been connected. "The grant of the General Court, April, 1635, to Watertown of a tract of land extending eight miles from Fresh Pond northwest into the country, and the grant to Concord on September 3 of the same year 'of six miles square land' overlapped each other by two miles, and included about one half of the present town of Lincoln. This gave rise to a controversy between Concord and Watertown, and on the 8th of June, 1638, the General Court ordered, as the final end of all differences between Concord and Watertown, that Watertown should extend eight miles on the Cambridge line as far as the bounds of Concord give leave. This action gave Concord the principal part of the land in dispute."

The first move for the setting up of Lincoln as a separate town was made in 1734, the desire for a separate place of worship being the reason. In 1735, and in 1744, petitions were offered for the erection of the section as a precinct. This petition was favorably acted upon and granted, to be in force in 1746, the first meeting of the division being held May 26th

of that year. A meeting-house was being built at this time, its site being that of the present First Parish Church. It was presented to the precinct June 22, 1747, by its builders, and on August 10th of the same year, twenty-five members were welcomed to the congregation and district, these coming from their churches in Concord, Weston and Lexington. The formal organization of the church took place on August 12. On May 18, 1748, a call was issued to the first pastor, Reverend William Lawrence, accompanied by an offer of a settlement of 800 pounds, and a salary of 400 pounds and 30 cords of wood annually. It was during his tenure of office that the town was formally incorporated, April 19, 1754. It was formed from parts of Concord, Lexington and Weston. The bounds between it and Concord were established nearly a century later, February 28, 1853. The year following the incorporation was the year of Braddock's defeat, the deportation of the Arcadians, and the "great earthquake." Massachusetts raised in this year 7,900 men for "The defense of His Majesty's dominions in North America." Of these Lincoln supplied 16 men, of whom four lost their lives. Lincoln sent men into the English armies from 1756 to 1763. When it proved that the mother country was unappreciative of the Colonial efforts, Lincoln, with its neighbors was just as ready to contribute men and means to secure justice and freedom. On April 19, 1775, when the British troops were passing through a part of Lincoln about two miles from Lexington, they had to do some of their hardest fighting, and it was here that the retreat became a rout. Eight English soldiers were killed, five of them being buried in the old burial ground of Lincoln, three by the side of the road. William C. Wheeler of Lincoln made an elaborate search into the old records of the Colonial armies, and published in Hurd's "History" (p. 620) a list of the men who served, with such items of their history as are known. The town records show large sums were provided, such ones as handicapped Lincoln for years after. From 1775 to 1784, £17,784 16s 7d was paid to individuals in the town, "For money loaned to the town's committee for hiring men for the war, while but £4,538 was paid directly to soldiers."

The War of 1812 failed to arouse any enthusiasm, but in the days of the Rebellion, Lincoln equaled her Revolutionary War record, but not so prominently. This was because she had not the place in the county that she had in the former time. Cities and large towns had grown up around her while she pursued the quiet rural ways with a stationary population. Most of her soldiers were sent to the armies through Lowell and Boston. Lincoln furnished 79 soldiers, four more than her quota. Five were commissioned officers; three lost their lives. The amount raised for war purposes was \$10,385, and \$3,915 for soldiers' families.

Turning again to the churches, we find Lincoln well supplied, there





POLICE STATION AND CENTRAL FIRE STATION, MARLBOROUGH



CITY HALL, ERECTED 25 YEARS AGO, MARLBOROUGH





being six. The original town church became the First Parish, and dedicated the last several churches in 1866. In 1798, a Methodist Church was organized in Weston, which built a second church in 1828 near the Lincoln line, which was largely attended by the townspeople. In 1841 a Unitarian society was founded, and built an edifice the next year. In 1873 the Episcopalian body built a church, and was organized as a society April 6, 1874. Their church building was dedicated on June 3 of the same year.

When the town was incorporated it already had three schoolhouses, and one of the first things done was to build two more, but the usual method of teaching was still that of the teacher going from house to house. In 1759 by the will of Joseph Brooks, the town was left certain moneys, "the income thereof was to be applied to the support of a grammar school in said town forever." The sum was 388 pounds, and as there were no gramniar books, it was supposed that the wish was for a Latin school, and for sixty years the income was paid to teachers who could teach the dead languages. The Liberal School, an academy, was founded in 1792. A building was erected, and the school opened in 1793 lasting for fifteen years. Many noted men were educated here including Rev. Cyrus Pierce, "the first principal of the first normal school established in the United States." In 1810, the building was turned over to the town and used as a public schoolhouse for more than sixty years, when a large brick building replaced it. In 1852 the high school was founded in the lower part of the town hall. The districting of the town was never practiced in Lincoln, which made the transition to modern divisions easy.

In 1872 the room used for teaching purposes was turned over to the Lincoln Library Association, and served as the home of the Public Library until through the munificence of George G. Tarbell, in 1884, it moved into the present fine building. The library at present contains nearly 8,000 volumes, and is under the able leadership of Lydia J. Chapin, librarian.

### MARLBOROUGH

**Statistical**—Population (1920), 15,028. Registered voters (1924), 6,972. Valuation of property (1925), \$20,771,378.

First mention in the records of the State, May 31, 1660 (Old Style).

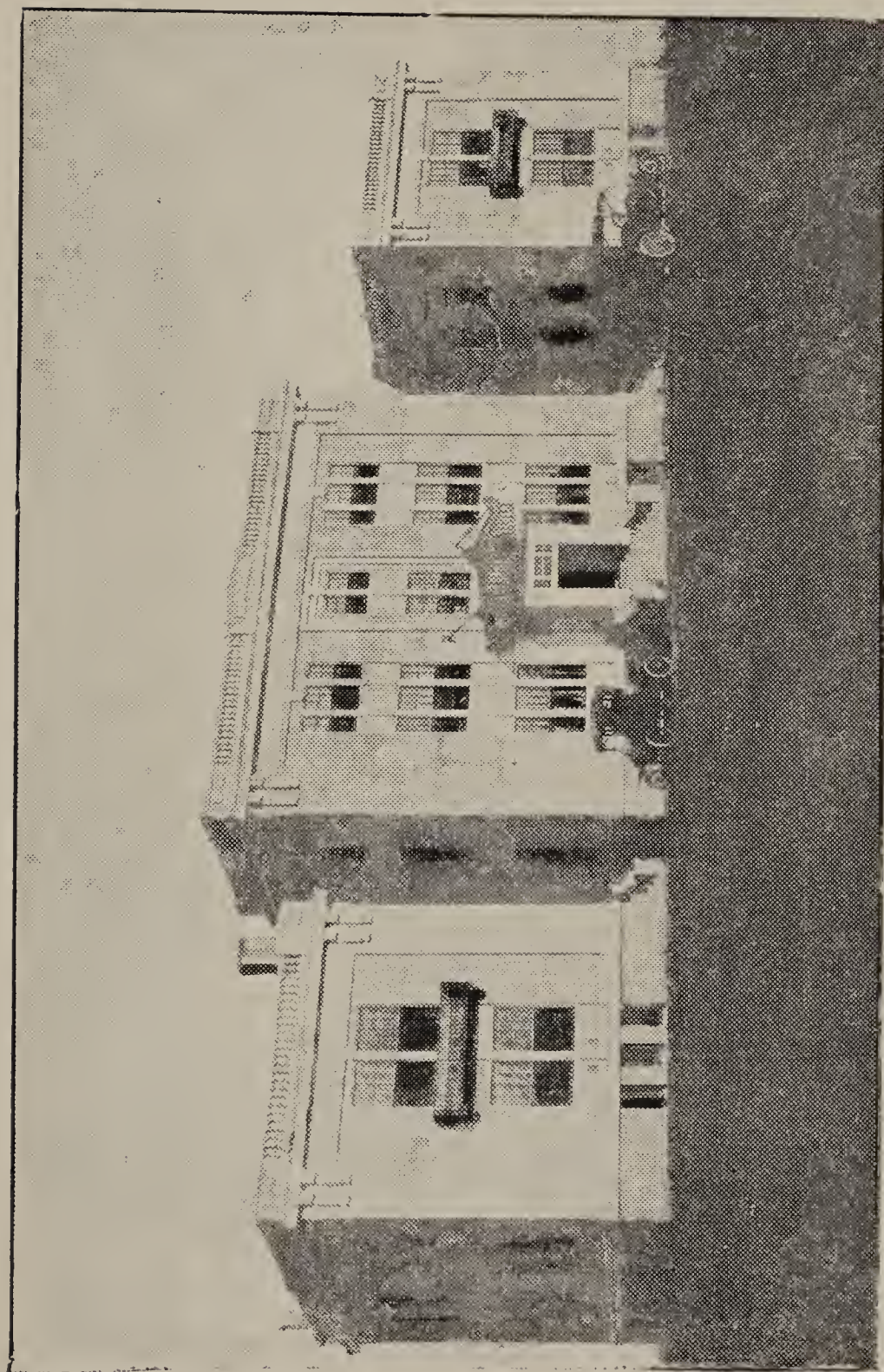
Common land. May 15,\* 1667, plat of Marlborrow confirmed. July 2,\* 1700, certain common lands granted to Marlborough. November 16,\* 1716, a tract of land called Agaganquamasset confirmed to Marlborough. October 25,\* 1717, Alcock's Farms granted to Marlborough. November 18,\* 1717, part established as Westborough. July 6,\* 1727, part established as Southborough. July 11, 1783, bounds between Marlborough and Stow established. March 16, 1784, part included in the new district of Berlin. February 23, 1791, part of Framingham annexed. June 20, 1807, part annexed to Northborough and bounds established. February 11,

1829, part annexed to Bolton. March 16, 1838, bounds between Marlborough and Bolton established. March 24, 1843, part of Southborough annexed. March 19, 1866, part included in the new town of Hudson. May 23, 1890, Marlborough incorporated as a city. July 14, 1890, act of incorporation accepted by the town. May 16, 1901, bounds between Marlborough and Southborough established. May 1, 1905, bounds between Marlborough and Berlin established.

Marlborough is in Congressional District 13; Councillor District VI; Senatorial District 5th Middlesex; Representative District 9th Middlesex. The state institution in Marlborough is an Almshouse. State official residing in Marlborough is William H. Wellen, Republican Representative.

**General**—The city of Marlborough was set up as a separate district May 31, (June 12) 1660, as "Common Lands." It had been, until then, a part of the town of Sudbury which was founded in 1638. In 1656, in answer to a petition of the inhabitants of the western part of Sudbury, a grant was made of nearly thirty thousand acres, less about six thousand of which had, at the request of John Eliot, been given to the Ockoocangansett Indians. The name of this plantation or grant was Whipsufferage, but when incorporated was named Marlborow, probably derived from the place of that name in England. It was formerly written Marlborow, Marlberg, and Marlbridge, but it is now Marlborough, or, according to the Postal authorities, Marlboro. The present bounds of the city are: north, Hudson; east, Sudbury and Framingham; and south and west by Worcester County. As originally laid out it included the present towns of Northborough and Westborough, set up in 1717 and 1766; Southborough (1766); and Hudson established in 1866; and smaller parts of other sections. To the original large tract of Marlborough there were added in 1700 certain common lands; later, November of 1716, an Indian district; on October 25, 1717, the "Alcock's Farms." The earliest recorded settler of Marlborough was John Howe who located in 1657, but who soon had neighbors. By 1676 quite a settlement, or several settlements, had been founded, and even the outbreak of the King Philip's War did not permanently retard the growth of Marlborough as it did many of the outlying towns. The residents of the town, in 1770, must have been more than five hundred. The harm done to the town during the Indian warfare, was the burning of thirteen buildings including the meeting-house and the minister's home. After the raid, the Indians camped carelessly, and a sally of the men of the town under Lieutenant Jacobs slew about forty of them. Religion had evidently entered the town with the first comers in the person of William Brimstead, who was ordained as minister of the Marlborough Church in 1659. Apparently as the result of services held by him, a society was formed on October 6, and a place of worship erected. This latter was the one destroyed by the Indians, and replaced in 1676, only to prove too small in a few years, requiring the building of another church in





MARLBOROUGH HOSPITAL





1688. These structures were located on what is now the High School Common, where for a hundred and forty-five years the people of Marlborough worshipped. The third house was used for 120 years. When in 1805 another church was needed it was built on Spring Hill, the location of the successor to the First Parish, known in later years as "The Union Church." The year 1808 marked the separation of church and state, as well, or because of, the division of the Parish. In 1835, however, the two societies joined as the Union Church.

The difficulties of the church were mild compared with the labors of the town to provide education for its children. Widespread settlements did not make for any successful scheme of teaching. As early as 1696 the district employed a man "to read english once a day at least, also to write and cast up accounts." Two years later a schoolhouse was built, and two years later a contract let for another, yet in 1701 we find the town fined because they have no "school-master!" The town managed to struggle through the future years without getting in difficulties with the authorities for neglect of educational advantages. By 1748, a system, something like the district scheme of later years was worked out, and the town divided into "squadrons." In 1762, it was voted to build "school-houses in the several squadrants"; accordingly six houses were built that year. The Revolutionary War upset schooling, as well as all normal activities of Marlborough. A few years after the conflict, Marlborough had her grasp on the situation, and the educational interests of the town have since been cared for exceptionally well.

The feeling of the town prior to the Revolution may be understood from the stand it took in approval of the act of Boston in connection with the Stamp Act. Later, 1774, preparations were made for the inevitable rupture of relations with the old country. A stock of ammunition and arms was collected, troops of men drilled, and 190 of her men (four companies) marched to Lexington and Cambridge on the 19th of April, 1775. A set of lists of the citizens of Marlborough who served during the war may be found in Hurd's "History." The town managed to supply its quota of men and supplies throughout the years that followed. The district was loyal with the exception of one of its wealthiest men, who fled to Boston at the beginning of the war, and who was prevented by law from returning, his estate being confiscated.

The early years of the nineteenth century were rather barren in the history of Marlborough, and she suffered a number of losses of territory, just prior and following the beginning of it. Westborough had been set up in 1717, and part had been given to Southborough in 1727. In 1783, there were small losses to Stow; in 1784, a part had been included in the new town of Berlin. A section was annexed from Framingham in 1791, but larger portions were taken by Northborough in 1807, and

Bolton in 1829. The only other large loss was to the new town of Hudson in 1866.

Several churches date from the early and middle eighteen hundreds. The Second Parish (Unitarian) was incorporated February 23, 1808, although it separated formally in 1804. Methodism entered the town in 1798 in the person of one of its preachers. The First Methodist Society was not formed, however, until March 18, 1821, which built its church in an out-of-the-way section about equi-distant from the Centre, Feltonville and Stow. In 1853, a meeting-house was erected in the Centre. The Universalist Church dates from about 1825, building a year later. The other churches of Marlborough were founded at later periods, the Catholic in 1851; the Episcopal (Church of the Holy Trinity) 1887, although services had been held in the community for many years previously. Most of the many religious societies in the city were born in the present century.

The war spirit flamed brightly throughout the Rebellion, and the town stood with the foremost in its loyalty and practical service.

Altogether \$51,584 was voted by the authorities for war purposes, and probably as much more would not cover private losses. Men enlisted in the first regiments to leave the state: in all, 869 men went into the Union service, 574 for three years, 91 for one year; 108 for nine months; 96 for 100 days. In 1869, a memorial monument was dedicated to those of the section who paid their lives in the cause of the Union.

Marlborough had been a strictly agricultural town for the nearly two centuries before manufacturing came to be the dominant industry. The soil was, and is, fertile, although much of it now is in parks, country clubs and the estates of the wealthy. The terrain is the usual varied sort characteristic of Eastern New England, meadows alternating with hills, it lending itself as readily to residential uses as to farming. Water-powers were few, although the Assabet River touches one corner, and there are large ponds with their outlets, which encouraged the early founding of corn and sawmills. The most of the early mills were in sections taken to form other towns and it was the railroad that brought about the prominence of the region in manufacturing, rather than the development of natural resources. The road opening up access to the outside started in 1854, but meant little until extended in 1865.

The particular line of manufacturing in which Marlborough made her greatest name and fame was the making of boots and shoes. In a small way this had been begun in 1835 when Joseph Boyd, in an addition to his father's house, set up his shop. His younger brother, Samuel, soon joined him, founding a firm that under various names continued in the shoe business for three quarters of a century. Other famous early shoe manufacturers were: L. & I. Bigelow, dating from









1836; J. W. Stevens, 1838; William Dadmun, 1840. Whitney, Howe, Billings, are names associated with the boom that came with the railroad. Rice and Hutchinson built a factory in 1867, which burned in 1878. This proved a blessing in disguise, for the modern plant they built to replace the old, marked the beginning of their rise as one of the leading firms in the country. Most of the other factories built at this early period were those making supplies or machinery used in the shoe trade.

The growth of Marlborough as a manufacturing town, brought about the development of many other institutions lacking in more rural centers. The First National Bank of Marlborough was the 158th of those organized under the legalizing act. This was October 1, 1863, the capital being only \$50,000, which was increased to \$200,000 in less than two years. When its charter ran out in 1882, another organization was perfected which was 2,770 in the list of National banks.

Previous to 1878 came a slump in the manufacturing industries of the town. The People's National Bank, established at this time, September 1, 1878, starting with a capital of \$100,000, proved an immediate success. It rose with the steady increase in shoe manufacture and population following the "slump" and soon became the most wealthy bank in town.

The Marlborough Savings Bank dates from April 3, 1860. The place at this time had a population of nearly 6,000 without a single savings institution.

Newspapers were first published in Marlborough in 1859, when Stillman Pratt put out the "Mirror" with a gross capital of 13 cents. This paper was bought by the publishers of the Marlborough "Journal," but was reestablished in 1868. Pratt returned in 1871, and purchased the old name, consolidated the "Mirror-Journal," founded the "Marlboro Advertiser," and branched out in the publication of local papers all through the State under the firm name of Pratt Brothers. This concern published the first daily in this part of the Commonwealth in 1887 ("The Daily Mirror"), discontinued after two years. "The Marlboro Enterprise" was born September 8, 1888, issuing the first daily edition a year later.

From a reading circle established in 1792 came the present Public Library incorporated in 1870. At this latter period, the Mechanics' Institute made a present of several hundred volumes, and the town voted \$1,300 for its support. At present there are 33,000 books in the Public Library; John P. McGee is librarian.

A water works was built in 1882-83 with Lake Williams as the source of supply. A reservoir of 5,000,000-gallon capacity was a part of the equipment.

A street railroad was projected in 1888, the motor power to be horses, but before its completion in 1889, electricity was substituted, the total trackage two and a half miles.

Much of the history of Marlborough may be found in a less condensed form in the various special chapters of this work.

### MAYNARD

**Statistical**—Population (1920), 7,086. Registered voters (1925), 2,167. Valuation of property (1925), \$10,575,309.

First mention in the records of the State, April 19, 1871.

Parts of Sudbury and Stow.

Maynard is in Congressional District 5; Councillor District VI; Senatorial District 5th Middlesex; Representative District 10th Middlesex.

**General**—Although the town of Maynard celebrated the fiftieth anniversary of its founding in 1921, it is still known as one of the "new" towns of Middlesex. It was incorporated April 19, 1871, from parts of Sudbury and Stow, and is surrounded by these towns and Acton. Its early history is naturally woven in with that of the mother towns. Sudbury was settled in 1638, and incorporated September 4, 1639. Stow had parts of its territory laid out in 1666, and became a town with its present name, May 16, 1683.

Maynard, for its erection, secured from Stow thirteen hundred acres on the north side of the Assabet River, for which she paid \$6,500. Nineteen hundred acres came from Sudbury on the opposite side of the river, upon agreeing to shoulder an indebtedness of \$20,883.28; the paupers from the area taken from both towns to be under the care of Maynard. Stow raised little objection to the forming of the new town, but Sudbury fought the taking of one of her main industries, large woolen mills.

Maynard is one of the smallest civic divisions in the county, the third smallest in area, five and seven-tenths square miles. Its original valuation was two thousand dollars more than a million. Then, as now, it was an industrial center, rather than an agricultural community, the manufacture of woolen goods being the main source of wealth; the number of inhabitants being 1910. Assabet Village had been its name when a part of Stow, but was christened with the present title upon its incorporation, in honor of the man who, beginning in 1846, had changed its character from a quiet agricultural center to a mill town.

Maynard is 21 miles from Boston, with which it is connected by rail and highway. It retains its early feature of a central village surrounded by fertile farm lands, a situation that not only secures to the farmer a ready local market for many of his products, but also supplies a certain patronage to the merchants of the place. It thus forms a





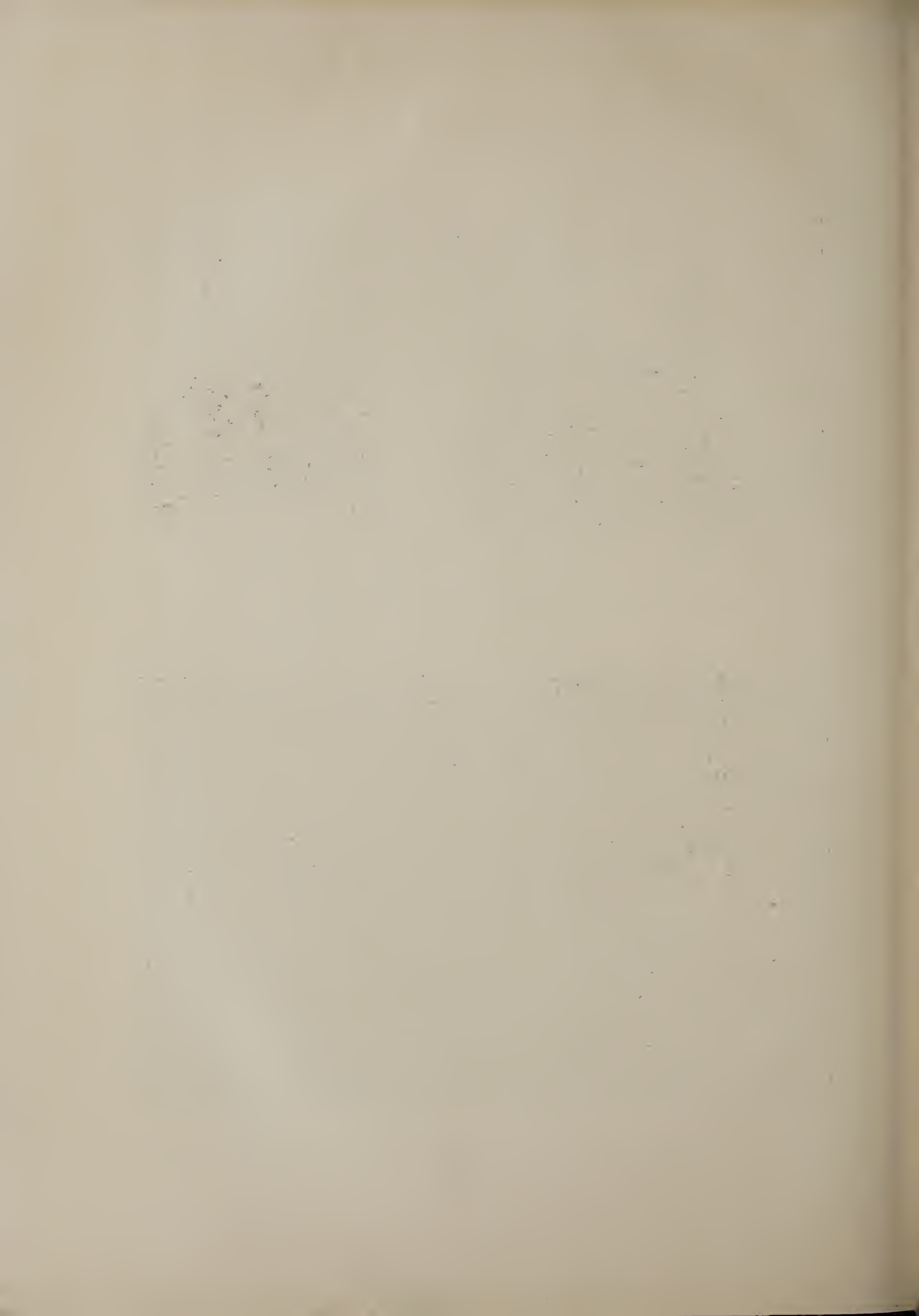
METHODIST EPISCOPAL CHURCH, MAYNARD



ST. BRIDGET'S CATHOLIC  
CHURCH, MAYNARD



MAYNARD FROM AEROPLANE





compact, thrifty community which combines the substantial elements that make up the typical New England manufacturing town.

The natural beauty of its location is exceptional, being probably not surpassed in this region. The most notable feature is the Assabet River, which winds its way through the north central part of the town. Few streams in so short a length have provided the power for so many dissimilar uses. At one point dams have created ponds, which not only provide power for the factories, but serve as most pleasant bodies of water for the enjoyment of the villagers. Pompasiticut Hill, which in the days of the Indians gave its name to this whole region, is the main promontory of the town, rising some 250 feet above the river. From it an uninterrupted view may be had over many score of square miles, while Maynard nestles close to the base. The town reservoir is on the summit, the sides of the hill are the recreation places for many, the most of whom know it as Summer Hill.

Tradition has it, that, at the foot of Pompasiticut Hill, the Indians during King Philip's War held a great pow-wow to decide whether they would destroy Concord or Sudbury. One chief said: "We no prosper if we go to Concord. The Great Spirit love that people. He tell us not to go. They have a great man there. He pray." Evidently they decided that the influence with the Great Spirit of this man (Rev. Mr. Buckley) was to be feared. They destroyed Sudbury and Concord escaped. This was in 1676. Evidently as late as 1708 there had been little settlement or resettlement of the area which is now Maynard, for a map drawn in that year purporting to mark all the houses, only gives fifteen. There seems to have been an increase in the pioneers from this time on as much of the land was taken under grants and purchases by incoming settlers.

Around the Assabet River the most of the history of Maynard clusters. As the seat of water power, it was also the center of settlement. The first grist-mills, however, were built in Sudbury, and one of the first public works of that day was the making of roads or trails to the mills. The "New Lancaster" Road probably existed long before 1725, the Great Road being part of it. The "Old Marlboro and Concord Great Road," the most traveled highway of Revolutionary times, crossed Maynard. Bridges to carry the stream of traffic over the river have their first place on record, when Sudbury voted that, "there be a horse bridge built over the Assabet River," December 14, 1715. "Dr. Woods" bridge, joining parts of the "New Lancaster" Road, was built this same year (it is now called Russell Bridge) and seems to have been the only one of importance erected for a century. The Ben Smith bridge was erected in 1816 at the cost of \$500, and was improved in 1921 at a cost of \$5,000. The Assabet is now crossed in a number of places.

Concerning the industries of Maynard, particularly of the one which was the making of the village and gave it a name, there is no better account than that written by William H. Gutteridge in his "Brief History of Maynard," from which the following is taken:

There also was a bridge at what is now called Mill Street, and a mill close by it was considered old in 1821. This was a saw, grist and cider mill combined, and was run by Asa Smith, and afterwards called "Jewels' Mill"; spindles were made there for textile mills. An old "red house" stood until 1900 on the "Island" between the river and the old raceway.

About 1820 a paper mill was built at the corner of Summer and Parker streets, using the water privilege at that point. The mill was built by William May, later passing into the hands of William Parker, then to his son, William T. Parker, who ran it until August 1, 1882. It was purchased by Maynard & Hemenway for the water privilege, although they never utilized it and sold it in September, 1895, to the Assabet Manufacturing Company. The old buildings were destroyed by fire May 14, 1894, the chimney only remaining, and it was torn down August 14, 1914. The water for paper making was taken from the brook which rises near Glenwood Cemetery.

Old settlers tell of two saw or grist-mills on the brook which empties into "Thanksgiving Pond." Traces of the dam of Asa Smith's may still be found on the Taylor Farm, the Puffer mill being farther up the stream. This brook carries the water from Puffer's Brook and "Honey Pot" Brook which crosses the Puffer road near the Jim Haynes and Lent farms.

A number of early settlers in Assabet and vicinity were in the French and Revolutionary wars; the names of Balcom, Eveleth, Puffer, Maynard, Smith, Skinner, Brigham, Rice and Willis being found. Daniel Conant, who lived on the Calvin Whitney place, was the first man wounded at the Concord fight, April 19, 1775, and was later Sergeant at Bennington, Vermont, when General Burgoyne surrendered.

In 1846 the village began to assume new life, when the water power which had been used by a small mill only, was purchased by Amory Maynard and William H. Knight of Saxonville, the owner of a carpet factory there, which had just been burned. Mr. Maynard had been deprived of his water power—Fort Meadow Pond in Marlboro—by the City of Boston, and was seeking a new location. On May 19, 1846, he made his first land purchase from Eben S. Brooks, this land being on both sides of the "Elsibeth" River. Land was also bought at this time from Thomas H. and Silas P. Brooks, and of Haman, George and Benjamin Smith, continuing his purchases, until he controlled all the available water power, water rights and mill sites in this vicinity. In July, 1846, no less than thirty-four deeds are recorded covering his pur-



chases—a map of November, 1846, shows that he owned one hundred and nine acres in the heart of the village. Within a few years he enlarged his possessions in order to control the water rights up the river to Boone's Pond and Fort Meadow.

The Jewel Mill and the two houses nearby at Mill Street and Summer Lane Road had been purchased from Asa Smith by Mr. Knight on November 24, 1845, for \$5,500. In that house now occupied by James Stott, Mr. Maynard made his first residence. It is related when Mr. Maynard approached Haman Smith, regarding a large tract of land he desired to purchase, Mr. Smith was not favorably impressed by his looks, and doubted his being a desirable citizen and questioned his ability to pay for the land. For the improvement of his water privileges, he bought a strip of land from Haman Smith, two and one-half rods wide, from the river to what is now the mill pond; dug a canal and led in the water to what was then a low, swampy hollow with a trout brook running through it. The tract was cleared of trees, a dam built across from the Thompson Street side to the Main Street near the depot, making everything ready for the erection of the mill buildings, for which his early training had well fitted him. His father, Isaac Maynard, had a sawmill at the foot of Fort Meadow in which he had worked, having left school at the age of fourteen, also helping on the farm. When he was sixteen years, his father died and he took charge of the business, carrying it on successfully, taking on building and contracting until at one time he had sixty men in his employ. In this way he came into contact with Mr. Knight, for whom he had done some building, and this resulted in their partnership for the manufacture of carpets.

The Ben Smith Dam having been thrown across the river, the water led into the basin, water wheels being installed, they were ready for the mills; the first building was a wooden structure fifty by one hundred feet. In the spring of 1847 they began to make yarn and, soon after, carpets, at first using hand looms. At Mr. Knight's retirement, Mr. Maynard took over the entire business and ran it successfully until the panic of 1857 crippled him so badly that he failed. In the conduct of his mills, his two sons Lorenzo and William were associated with him. In 1859 he purchased from the City of Boston the Fort Meadow reservoir containing three hundred acres, and he had previously, in 1846, obtained entire control of Boone's Pond, containing two hundred acres by his land purchases and flowage rights, adding materially to their valuation. In 1862 the mills were reorganized as a corporation, with the name Assabet Manufacturing Company, F. A. Goddard, president; T. Quincy Brown, treasurer; Amory Maynard, agent. The small buildings were soon replaced by others of more substantial and enlarged capacity. New machinery was installed and the manufacture of car-

pets dropped, blankets, flannels and cloth being substituted. The Civil War was then in progress and large Government orders were executed. The business continued successful, several large buildings were added from time to time; streets were laid out and tenements for the employees erected.

Mr. Maynard continued as agent until failing health necessitated relinquishing the position to his son Lorenzo with his grandson William H. Maynard as superintendent. In 1847 the valuation of the business was set at \$150,000 and on the death of Mr. Maynard, March 5, 1890, it was \$1,500,000. Dull times and poor business during 1893-1894 and later, finally drove the company into insolvency December 31, 1898. Receivers were appointed who kept the mills running on a reduced output until May 1, 1899, when the American Woolen Company bought them for about \$400,000. At that time it was the largest woolen mill in the country with sixty-six sets of cards and 350 broad looms. The American Woolen Company soon after began to improve the property, replacing the old machinery with new and increasing its capacity.

In 1901 Mill No. 5 on Thompson Street was built 700 feet long and in 1918 No. 1 Mill was built over the pond, 500 feet long, a large storehouse erected and a steam turbine engine installed.

In 1886 was erected the red brick chimney 207 feet high, and in 1916 another one of hollow brick 200 feet high was built. There are now about 6,900 HP Steam, with electrical transmission to all parts of the plant, also 200 HP Water. Electric light is universal, being furnished for this town and the town of Acton. Twelve large buildings are devoted to manufacturing, with 128 sets of 60-inch cards and 760 broad looms, and employing 2,500 people. A new office building facing Main Street was erected in 1905.

The Assabet Mill emerged from the longest period of depression in its history, incident to the industrial conditions following the great World War, and the readjustment of business to changed conditions. From June, 1920, to March 1, 1921, employment averaged about thirty-three percent. "Since June, 1919, the American Woolen Company have protected their employees by insurance, free of expense, the death benefits ranging from \$750 to \$1,500, according to the length of time employed, and weekly sick benefits of forty percent to eighty percent of their average wages."

The introduction of electric power at the mills opened the way for the electric lighting of the town, September 1, 1902, ending the oil lamp as a town decoration. Gas was introduced by the Marlboro & Hudson Gas Company in 1912. On August 19, 1901, the first electric car rolled into town on the Concord, Maynard and Hudson tracks. It went on to Concord with a load of specially invited guests. The earliest steam rail con-



nection of Maynard with the outside world came in 1849 when the Marlboro branch of the Lowell and Framingham Railroad was projected and built. The first depot stood where the freight house now stands. Amory Maynard, as one of the prime movers in the getting of the road, was appointed the first station agent, which office was held in his name for forty years.

Water, the necessity of any growing town, was secured from White Pond through a bill passed by the Legislature, May 25, 1888, the system being completed against great difficulties, both legal and natural, the next year. A reservoir was established on Pompasiticut Hill, 199 feet above Ben Smith Dam. It is twenty-two feet deep, 113 feet in diameter, and holds 1,500,000 gallons, the pressure being ninety pounds at Main Street. The water flows by gravity into receiving wells and from these is pumped either to the reservoir or directly into the mains. A Fire Department was organized in 1890 with apparatus which replaced the Volunteer companies that had been the protection of the town previously. A fire house was erected on Nason Street, January 29, 1891, and in January, 1914, a modern motor hose truck was purchased. The lock-up back of the fire house was built in 1894 at an expense of \$694.

Education seems to have been considered more important than the establishing a church by the early settlers of the Maynard area, this being rather the opposite of the histories of the average Puritan settlement. Probably this was because the early churches of Sudbury and Stow were founded early and were fairly accessible. On March 3, 1766, it seems likely that the Old Brick school, later the residence of William Bishop, was one of three ordered built. This building served well its purpose for more than a century, not being closed until 1872. There are still citizens of Maynard who were numbered among the pupils of this school. The beginning of the High School was the Stow School of 1864, a two-room building. The High School was removed to Acton Street in 1877, and back to Nason Street in a twelve-room structure in 1892. This building was burned September, 1916, to be replaced by a larger brick building at a cost of \$70,000, and named the Roosevelt School. The present High School is on Summer Street, being opened in 1916. Its cost was \$61,500.

The first school on the Sudbury side of the river was built in 1779. For it was spent the then very large sum of \$4,157.50. It was good enough to be continued in use, although moved to the crossroads near the cemetery, until 1881. The Garfield School was built in this latter year, and sold when the larger Nason School was erected. The Old Main Street School was put into commission in 1857, and served its purpose until 1903. On its site a modern establishment was built. The Bancroft School dates from 1906.

Sudbury had a church in 1723, and Stow had religious services as early as 1683. Perhaps this accounts for the fact that there were no church services held in Maynard, or Assabet Village as it was then, until 1852. A Sunday School was started in July, 1851. On September 23, 1852, a Union Church was formed, later the Union Congregational Church. The original membership was ten, and a church edifice was erected in 1853. With many alterations and enlargements, including a radical rebuilding in 1920, it is one of the largest of the churches of Maynard. In 1867 the Methodists organized, building their present church in 1895. They met for years in Union Hall which was purchased in 1870. Saint Bridget's Catholic Church, the largest, dedicated their present edifice in 1884. As a parish it dates from 1871, although Mass had been said in the houses of parishioners in Maynard since before 1857 when the Union Hall was built.

Saint George's Episcopal Church began with a mission given by Rev. Wilson L. Bevan of Concord in May, 1894. The present church was first used at Christmas, 1895, the corner-stone having been laid August 10 of the same year. The consecration of the building was held April 24, 1897. The Finnish Lutheran Church was founded in 1910, and the Finnish Congregational Church dates from 1913. In 1917 a Russian Orthodox Church was built on Prospect Court.

The Public Library, which took up quarters July 13, 1918, in the Naylor Block on Nason Street, started in the Acton School in 1881. The first appropriation was one thousand dollars. In 1885 it moved to the Riverside Coöperative Building. About nine thousand volumes were on its shelves in 1926. The John A. Crowe Park, the principal playground and recreation area of Maynard, has grown out of the purchase by the town of six acres of land on Great Road in 1901. Rev. J. A. Crowe, the first park superintendent, had so much to do with the attractive development of the tract that properly it was named after him.

There are few industries of importance in Maynard other than the Assabet Woolen Mills described at length. There is a full quota of stores prosperous and well sustained during the heights of industrial activity. Two newspapers serve the town, the "Enterprise" printed in Marlboro, and the "News" published in Hudson. The Assabet Institution for Savings was started June, 1904, with J. C. Bodfish, president, and Alfred T. Haynes, treasurer.

The Maynard Trust Company opened its doors November 24, 1913, with a capital of \$50,000; George H. Creighton, president; Charles E. Wheeler, treasurer. Both Checking and Savings Departments are carried by the company, together with safety deposit boxes.



Social organizations in the town are many and well supported. One of the first was the Iola Lodge of the Good Templars established in 1866 and for the next forty years was the largest and most active of societies. The Charles A. Welsh Lodge, F. & A. M., was founded March 1, 1872. Maynard Lodge, I. O. O. F., dates from April 2, 1884. Assabet Lodge, M. U. I. O. O. F., January 17, 1884; Knights of Pythias, July 25, 1898; the Grange, 1914. There is also, the Magdalene Chapter, Eastern Star; Ancient Order of Hibernians, Eagles, Loyal Order of Moose, Finnish Social Club, Holy Name Society, White Cross Guild, Knights of Columbus, and several Temperance Societies. The Frank Demars Post, American Legion, so named in honor of the first Maynard man to lose his life in the World War, was formed in 1919 and has headquarters in Riverside Hall.

Maynard has a notable war record dating back even to the Revolution. King Philip swept the district clean in 1676. Men from the area took their part in the French and Indian wars. The first blood spilt in the Revolution was that of an Assabet man, April 19, 1775. The oldest man slain on that memorable day was Josiah Haynes of Sudbury, and it is claimed that Sudbury had the largest proportion of men in the Concord engagement compared to the number of its inhabitants. No real attempt has been made to search out the names of Assabet men who did their best for this Nation during the Revolution.

Still as Assabet Village, she is credited with sending thirty-six men into the Union forces during the years 1861-65. Of these three were killed in action, and several were wounded. Of the Spanish War, the records were badly kept, only the names of six coming down of those who served.

To the World War, into which the United States entered, April 6, 1917, Maynard sent more than 340 young men, seven of whom gave their lives while on duty. Many were shell shocked, others badly gassed, illness and injuries were borne by a number. C. Sidney Coulter rose to the post of Major; many others won promotion. The following is the list of those who paid the supreme sacrifice: Demars, Frank E., (wounds received in action); Daley, George A., (motor accident); Dzierkacz, Anthony, (wounds received in action); King, Frank, (disease); Miller, Edward, (wounds received in action); Panton, Ralph, (disease); Tierney, Myles, (disease). The Maynard Honor Roll, kept during the war, included the names of three hundred and forty-four men and two women who were nurses. The Frank E. Demars Post consisted of about 175 members in 1923. Its first Commander was Michael Lynch, who was succeeded by Harold Sheridan.

## NATICK

**Statistical**—Population (1920), 10,907. Registered voters (1924), 5,610. Valuation of property (1925), \$13,101,763.

First mention in the records of the State, October 14, 1651 (Old Style).

Indian plantation at Natick mentioned. May 31,\* 1660, bounds of the plantation established. April 16,\* 1679, exchange of land made with Sherborn. May 30,\* 1679, the exchange of land with Sherborn ratified by the General Court. October 18,\* 1701, bounds between Natick and Dedham established. February 25,\* 1744, part of Needham annexed. February 23, 1762, the parish of Natick established as the district of Natick. February 19, 1781, the district of Natick made a town. June 22, 1797, bounds between Natick and Needham established and part of each town annexed to the other town. February 7, 1820, part of Sherborn annexed. April 26, 1850, bounds between Natick and Wayland established. April 22, 1871, part annexed to Framingham.

Natick is in Congressional District 13; Councillor District VI; Senatorial District 1st Middlesex; Representative District 6th Middlesex. State institution in Natick is an Almshouse. State official residing in Natick is Jeremiah J. Healy, Democratic Representative.

**General**—The history of the town of Natick is of peculiar interest is not only being unlike that of most of the other civil divisions of Middlesex, but because it is the story of a section that for nearly the whole of the first century of its existence was wholly or in part an Indian town after the white man's pattern. While the greater part of the county was being settled and governed by the Puritans and their descendants, Natick was still owned by Indians, its lands farmed by Indians, and governed, for the most part, by Indians. The church had an Indian leader; its schools, Indian teachers. This condition extended well into the eighteenth century, the last Indian office holder in the town being in 1745, although Indian deacons were nominated and voted for in church meetings, for some time after.

This peculiar situation came about thuswise. One of the objects of the colonization of Massachusetts, according to the charter of the company, was the Christianizing of the Indian who owned the territory. The leader in this work was John Eliot, English born and Cambridge educated. As early as 1641 he began the study of the Indian dialects, and in 1646 preached his first sermon in that tongue. This was at Nonantum in the present Newton, near Watertown. Eliot soon attained great influence over the aborigine, and tried to teach him the practices of the white. He traveled through much of the eastern part of the Colony, won to himself followers that came to be known as "The Praying Indians," and formed them into settlements or camps. In the records of the time we have accounts of at least fourteen of these Indian towns. Four years after his sermon at Newton, where he established one of these Indian camps, he came

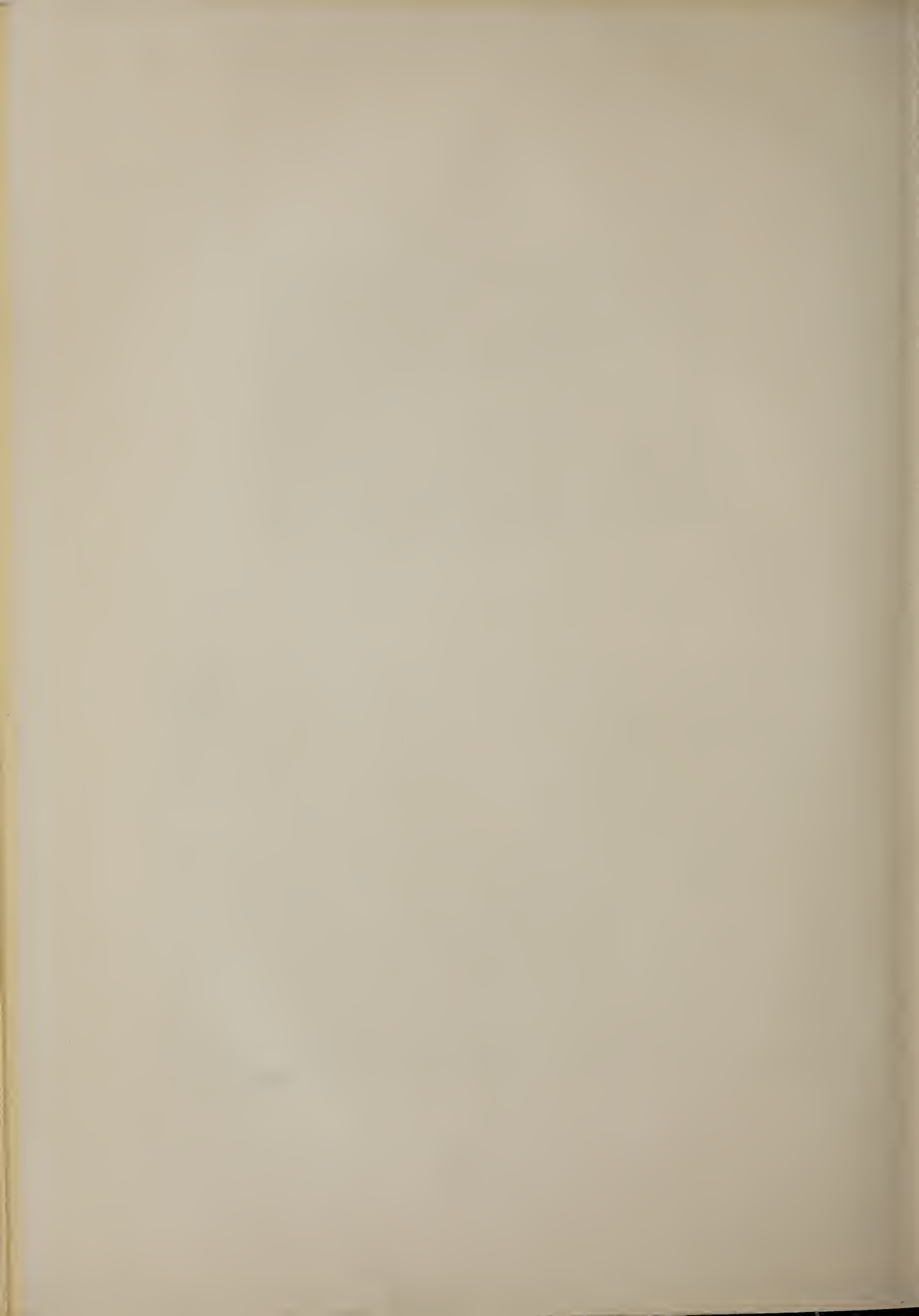




MAIN STREET, LOOKING NORTH IN 1860, NATICK



MAIN STREET, NATICK





to the conclusion that he was too near to the whites to carry out a successful mission. The English had settled all about his followers, and the two races did not mix well. The Indian was not sharp enough in protecting his own interests; the English were mischievous enough to want to teach the natives his vices. On the petition of Eliot, the General Court forbade the selling of spirits to Indians, 1648.

The difficulties of the situation caused Eliot to seek a more secluded location for his experiment, and found it seventeen miles up the Charles River, at what is now Natick. This place was far enough away from tempting Natick's people, and near enough to civilization to supply him with his needs. The land was good, there being the lowlands with their already cleared meadows, to please the not too energetic native. In 1650, Eliot invited all the "Praying Indians" in the region to gather at Natick, and in the spring of the next year the beginnings of a new Indian town were made. Dedham had been granted five miles square in the region, 1636; Eliot asked of that town 2,000 acres of this domain, which was given him by the General Court. Into the development and growth of the Indian town there is not space to go at length. The Indians, working at the instigation of their leader, built a better settlement than any in which they had ever lived. The ground was cultivated, little houses modeled after the English, built. A combined meeting-house and school, fifty feet by twenty-five, was the largest of the buildings, the first church of Natick. The government of the town was based on a combination of the Mosaic form and the English.

In 1658, the two thousand original acres were not enough, and again, at the request of Eliot, a large section to the north and west was added. There is supposed to have been, at the height of the movement, 3,600 "Praying Indians" in Massachusetts; the highest number residing at Natick probably never exceeded 300. All went well until the revengeful Philip made war on the colonies. There is no evidence that more than a dozen of the Natick Indians joined in the conflict. But they were all brought under suspicion, driven from their homes, and herded on Deer Island in Boston Harbor, where they all but perished in the severe winter that followed. The death of King Philip in 1676 opened the way for the return of the Naticks. They never recovered from the shock of their experience, and although they regained some of their prosperity and comfort in the latter years of the century, they never regained their former strength.

Meanwhile the whites were creeping in, for the region was an attractive one. The English wanted land nearer to Boston than that which now was left. The Indians began to sell their lands. In 1745, January 3, Natick was erected as a parish by the Court, and the whites

established as rulers of civil affairs. By 1787 there were but few bits of lands held by the Indians, and these were then sold. Even in 1764, although there were only sixty-five white families in the parish, these far outnumbered the Indians.

The last thing done for the Indian was to establish their church as not removable, and "No vote of Sd Parish of Natick for altering the Place of Worship shall be deemed valid." This act prevented the parish for years from having a convenient place of worship and government. The Indian church was not the first but the third to be built in Natick and was not the convenient or elaborate affair of the first. There were few white settlers located around it; Peagan Plain, now Central Natick, was the popular place of residence. The people could not change the church but they could decide where the preacher preached, and did. All contracts called for his ministering at the Centre. The last of the pastors to the Indians was a Mr. Badger, and with his death, about 1800, the Indian church came to an end. Meanwhile the town had voted to erect a new meeting-house, 1798, at the Centre, this being the fifth in the parish, the last of this Congregational Society being the one first used April 30, 1876.

Other churches in Natick are of recent date compared with the original society. The Baptists started in a meeting held February 13, 1848, and a year later, almost to the day, the Baptist Church was organized. In 1851 a place of worship was built in the Central village. This was moved in 1866, and greatly improved in 1874, and again enlarged in 1889. The Methodist Church dates from 1871, their first church being built in 1875 but not dedicated until December 13, 1877. The Catholics bought the building of the disbanded Universalist Society in 1860 which they greatly enlarged and improved.

Services had been held in South Natick since 1844, and there is now a Catholic Church in that part of Natick. The Unitarian Church, as mentioned, is in South Natick, and is located almost on the spot where the John Eliot meeting-house of 1651 stood. Another church, bearing the name of the famous missionary, is to be found in South Natick, having been organized in 1859. The First Universalist Church of Natick was founded in 1879, a place of worship being built in 1887.

Returning to the civil history of the town, we find that a number of efforts were made to change the name, probably because of a prejudice against its foundation by the Indians. Fortunately they all failed, and Natick is one of the few Middlesex towns which has a flavor of the ancient years in its title. When, in 1779, the General Court was petitioned to incorporate the parish as a town, a change of name was desired. Both the requests were denied at that time, but incorporation was granted February 19, 1781. Exchanges of land





JOHN ELIOT CHURCH, SOUTH NATICK



NURSES HOME, LEONARD MORSE HOSPITAL, NATICK





had been made with Sherborn in 1679, and part of Needham annexed in 1744. After incorporation a part of Sherborn was added in 1820, and in 1871 a part was given to Framingham. Since then the boundaries of town have remained the same.

The Revolution caused the same upset in the rural community that it did in all Middlesex towns, and we have little data on which to base an estimate of what they did during the war. With the beginning of a new century a new impetus was given to the growth of the community. There was a population of only 694. The principal business was farming; no hint had come to the town of the manufacturing plants which were so to dominate its interests. In 1806, the whole appropriation for all town expenses was only \$1,905, and of this \$425 went to the church, this still being one of the town's charges. In 1841, there came a separation of town and religion, and a new town hall was built. It was later moved and used for a school building. Natick was foresighted in the matter of the Civil War, for it voted \$5,000 for the benefit of the families who should suffer because of the impending conflict. A few months later it was raising \$10,000 more; and the next year it empowered the treasurer to borrow \$16,000 to pay volunteers from the town. This was but a part of the funds spent by Natick during the Rebellion. A total of 524 men went from the town into the various war departments of the Republic. On the Soldiers' Monument, erected in 1868, the names of eighty-nine are engraved who gave their lives in the cause of union. The debt of the place was great at the close of the war, but the soundness of its finances are seen in figures of 1868 which show that the appropriations of the year were more than \$77,000, and the income \$80,000. The 1920 population of Natick was 10,907; its property valuation, \$13,101,763.

Education in Natick suffered under the same handicap as religion because Indians were the first pupils, and for three-quarters of a century were principal attendants upon the schools. A plot of fifty acres was set off for school purposes "forever" in 1679. When the "forever" came to an end, and with it the Indian schools, is not known. What is thought to have been a white school was started in 1732 and the matter of provision for schools seems to have been rather neglected until after the Revolutionary War. In 1804, a schoolhouse was built in the north part of the town, and the next year, five districts were laid out, South, Centre, West, North, and North Brick. This remained the division until the district school system went out and the more modern style entered in. A sixth district was added for a short period, and in 1852 a high school was established. In 1890 there were forty schools in Natick, employing nearly fifty teachers.

At the present day there are fewer schools, but double the number of teachers.

In 1804, the town refused to buy a library, but four years later a circulating library was established by private individuals. The Citizen's Library of 1847 was of the same character, but was given to the town in 1857, and from this came the present Public Library. It amounted to little until after the death of Miss Mary Ann Morse in 1862, who left her entire estate "to found a library in Natick." A board of trustees was named, who had the handling of the bequest. In 1872 the sum of \$40,000 was available, and work was begun on what is now known as the Morse Institute Library. The splendid building erected was ready for occupancy in 1873; the town library of 3,154 books, and 2,283 purchased by the trustees, were placed on the shelves, and the library thrown open to the public. At present there are nearly forty thousand volumes in the library, of which Mira R. Partridge is librarian. The building cost originally \$27,000, leaving a balance of \$11,000 with which books were bought and a reserve fund established. The Bacon Free Library of South Natick was founded by Oliver Bacon, who willed in 1868 the means with which to build it. A library building in the form of a Greek cross, costing \$15,000, was erected, and stocked with books. The Historical, Natural History and Library Society formed in 1870 was furnished rooms in the structure, and given the oversight of the library.

The Fire Department of the town was organized in 1844, and equipment purchased. The great fire of thirty years later proved the inadequacy of this equipment, and led to steps being taken which have been responsible for the present efficient fire protection which Natick enjoys. The fire mentioned started January 13, 1874, and burned both sides of Main Street, the west side of Washington Street, as well as some of the surrounding district. It is estimated that one-fifth of the taxable property of Natick went up in smoke. Two large factories, all the dry goods stores, all the public halls in town, the bank and the nearly new Congregational Church were destroyed. The burned district was soon rebuilt in finer style than before the conflagration.

Until well into the nineteenth century, Natick was an agricultural town. Connection with the outside towns was by turnpike and highway. In 1834 the old Boston and Worcester Railroad was built through the center of the town, and conditions changed. While making the shipping of farm products easy, it also made the location of manufacturing plants possible, the tendency before this time being to place them near the larger places. Boot and shoemaking proved to be the largest of the industries that now began to come into Natick.



Even as early as 1828, Edward Walcott had branched out and made shoes on a larger scale than heretofore. After the railroad came he enlarged his plant and in 1856 put three million pairs of shoes on the public market. John Walcott, Isaac Felch, Henry Wilson, Hanchett and Company, and J. O. Wilson are names that were well known in the early days, some of which have come down to the present century. Riley, Riley, Pebbles & Company started in 1853, and introduced many of its own inventions. Felch Brothers, from whom Felchville derived its name, started in 1858. J. L. Woodman, established 1850; Best and Company, dating from 1872; Richard Hayes, established about the same time; the Travis Company, 1852, all owed their start to the improvement of transportation brought about by the railroads.

### NORTH READING

**Statistical**—Population (1920), 1,286. Registered voters (1924), 629. Valuation of property (1925), \$2,066,155.

First mention in the records of the State, March 22, 1853.

Part of Reading. May 27, 1857, bounds between North Reading and Lynnfield established and part of each town annexed to the other town provided the act is accepted by both towns. January 7, 1858, the act accepted by North Reading. (Accepted by Lynnfield November 3, 1857.) March 12, 1904, bounds between North Reading and North Andover established. April 22, 1904, bounds between North Reading and Andover established.

North Reading is in Congressional District 7; Councillor District VI; Senatorial District 7th Middlesex; Representative District 17th Middlesex. State institution in North Reading is the North Reading State Sanatorium.

**General**—The town of North Reading, in the extreme northeast corner of Middlesex County, was until March 22, 1853, a part of the town of Reading, its area having been added in 1651 to the mother town. The bounds as given in this ancient grant, when its two square miles was set up as the Second Parish in 1696, can serve as a description now. "The north side of the Ipswich River and Bare Meadow... bounded westerly by Woburn (Wilmington), by Andover northerly (both Andover and North Andover), by the Salem line easterly," the south boundary being now Reading, then known as Wood End or West End. It is an agricultural town, but becoming more a summer section, with many permanent homes and estates. The topographical characteristics are not very different from its neighbors, the hills being a bit higher, and the lowlands more confined. Martins and Swans ponds are the principal bodies of water, and the Ipswich River the main stream. The Boston and Maine Railroad crosses from east to west, and the fine highways are used by motor buses to connect the town with nearby places. Farming has been pursued for more than two centuries, grazing being the principal natural resource. The soil

is the mixed sort left from the glacial period, stony, and often badly drained or heavy. Skilful cultivation has brought its rewards, but milk is the easiest and largest product. Apples have done well, and with small fruits and vegetables comprise the principal farm shipments. Mechanical industries are and have been of little importance to the town. Shoemaking has been the leader among the industries, but the movement in this line has been to the larger cities. The forests of the area encouraged the development of furniture and other wood-working establishments, but the most of these have died out.

The history of North Reading has been rather uneventful, and for the early years, a part of that of Reading. Reading was settled in 1639 as a part of Lynn, less than two decades after the landing of the Pilgrims. Settlers of Lynn pushed up the rivers and located their homes in the present Wakefield. In 1643-44 the Colony Court incorporated the town with an area of four square miles. Probably families from Reading dominated the new settlement and were responsible for the name given it. As mentioned, in October of 1651, two more square miles were added on the north, this area constituting the present North Reading. Titles to all this land were confirmed to the pioneers by deeds from their former Indian owners, the principal document dating September 4, 1686, in which the amount of the purchase price is named as 10 pounds, 16 shillings. The southern section (Wakefield) as the first settled had the first church. This was eight miles from the northernmost settlers, and put a great hardship on them in the matter of church attendance which was one of the greatest duties and privileges of the early fathers. In 1711 the residents of the north section thought the time had come when they should be made a separate parish and have their own church. Nothing came of this movement, but in 1713 such a division was approved, and the second precinct or parish was set up as the North Parish of Reading. In the wording of that day, the settlement north of the Ipswich had "become of sufficient and competent numbers to call, settle and maintain a godly, learned and orthodox minister." This "godly, learned and orthodox minister" proved to be Daniel Putnam of Danvers. He was given twenty acres of land and a house twenty-eight by nineteen feet was built for him with four chimneys. He had, however, to supply the nails and glass. Fifty pounds had been given by Reading for the building of the parsonage and meeting-house, and common land was asked for from the town in addition. This was refused, and there seems to have been great difficulty experienced by the North Parish in providing for its minister. Efforts were made in 1730 to enlarge the parish at the expense of Andover, Lynn and Reading, but this also was refused. Despite these set-



backs, and difficulties in supporting public worship, endeavors began in 1740 to erect a new meeting-house, but it was not until 1751 that anything to this end was actually done. In the next year a building forty-eight by thirty-six was raised but not completed until some time later. There seems to have been about a half dozen families in North Reading prior to 1680; by 1720 there were thirty-nine members of the church which undertook to build at that time. In 1771 there were forty-six voters in the parish, three more than in Reading, and only fourteen less than South Reading, Wakefield. When the town was incorporated in 1853 the population had increased to nearly 1,050, the figures for 1855, and by 1860 the residents numbered 1,193. The population has remained nearly stationary since, the figures for 1920 being 1,286.

North Reading had its troubles with the Indians in the early days, but seems to have gotten on remarkably well with the aborigines. When war came with England it joined with the other towns to "maintain their charter rights in every constitutional way" and took its stand against unjust taxation. How many men it sent into the fields of war, and to what ends it went in the physical support of the Revolution is unknown, the figures and facts being buried in the records of Reading. To the Civil War the town gave more than its quota of men and money. With a population of little more than a thousand, there were sent from North Reading 137 into the various branches of the Union service.

Schooling has always been well provided for by the town. Two churches now give the citizens opportunities for worship, the Baptist and Congregational. The latter is the original church, having now the fourth of its buildings, the others being those of 1717, 1752 and 1829. This latter-mentioned one was used until 1833, when a disruption of the society by some holding the Universalist faith retained the edifice, to replace which the Congregationalists built the present building in 1836. The Baptists organized in 1817; grew until they were able to build in 1828. This was destroyed in 1860 and promptly replaced. One of the noted names in connection with the town is that of Flint, the first being Sergeant George Flint, one of the earliest settlers. The greatest benefactor of the town was Charles F. Flint, born 1808, died 1868. After his death his wife, Harriet Evans Flint, had built in the center of North Reading a large structure at a cost of more than \$20,000, for the use the town as the municipal hall and public library. The building was dedicated October 21, 1875, and is known as Flint Memorial Hall. Mrs. Flint also gave a large number of books and \$1,000 to form a nucleus of a library. This library now contains 6,000 volumes.

## SHERBORN

**Statistical**—Population (1920), 1,558. Registered voters (1924), 657. Valuation of property (1925), \$1,823,152.

First mention in the records of the State, October 7, 1674 (Old Style).

Common land. April 16,\* 1679, exchange of land made with the plantation of Natick. May 30,\* 1679, the exchange ratified by General Court. May 17,\* 1684, the grant of October 7,\* 1674, and the name Sherborne then given, confirmed. July 11,\* 1700, part annexed to Framingham. June 16,\* 1710, bounds between Sherborn and Framingham established. December 3,\* 1724, part established as Holliston. March 3, 1792, bounds between Sherburne and Medway established. February 7, 1820, part annexed to Natick. May 3, 1852, the name of the town of Sherburne [sic] changed to Sherborn.

Sherborn is in Congressional District 13; Councillor District VI; Senatorial District 1st Middlesex; Representative District 8th Middlesex.

**General**—Sherborn is located on the southern border of Middlesex, twenty-one miles southwest of Boston. Until 1870 it was without rail connections except at Natick. In February of 1870, the Mansfield and Framingham Railroad was completed, which road was purchased by the Old Colony Company in 1883, making it a separate division. It is now the New York, New Haven and Hartford; the Boston and Albany also have its tracks through the western part of the town. The railroads have failed to make an industrial community of Sherborn. Born in agriculture, it has grown and thriven as a farming section. It has its attraction for the city worker, many of whom have their homes here. Farm Lake, a pleasant body of water two hundred acres in extent, is an ideal pleasure ground and has been developed as such.

The Indians highly appreciated this region, and lived here in greater numbers in the early days than in most of this part of the county. Grants of land were made to whites by the General Court as early as 1643, always subject to the prior rights of the Indians which had to be paid for. Probably none of the first grants were settled on by their owners, the first transfer to actual settlers being made May 8, 1652, to Nicholas Wood, Thomas Holbrook and Andrew Pitcher of Dorchester. The first two entered upon their 535 acres immediately, and the names of all three are often and closely associated with the early development of the area. Henry Leland, Benjamin Bullard, George Fairbank, John Hill, Thomas Breck and Daniel Morse were the other principal pioneers of Sherborn, coming for the most part in 1657-58, and located for the most part in the southern part of the town, in what was called Bogistow. In 1662, the citizens of the section made their first effort to be recognized as a town. But the committee appointed by the Court "to view the place and return their apprehensions" reported unfavorably. By 1674, the number of families



had increased to fourteen, and a second petition was tried, which was granted October 7, and the town of Sherborne came to be. For some strange reason, the form of spelling was changed in answer to a petition in 1852, to the present shortened form.

As laid out, the lands of the new Sherborn were of an awkward shape and decidedly lacking in compactness. One of the first efforts of the town was to make an exchange of 4,000 acres of territory with Natick which would not only eliminate the more distant parts but square up the lines of that remaining. But King Philip's War broke upon the region, and all efforts had to go into the protection of the settlers. Two large garrison houses had been built in Bogistow. Concerning that of Benjamin Bullard's we have some detail. This was a miniature fortress seventy feet long, two stories high, faced with stone with many carefully protected port holes giving ease of firing upon an enemy. This house withstood several attacks through the months of Indian depredation. At the close of the war the exchange of lands was made with Natick, April 16, 1679, 4,000 acres on the northeast, for which was given a like amount "lying toward Hopkinton."

In this same year, 1679, the famous "Social Compact" was adopted, signed by thirty-two heads of families, and ratified by the General Court. The agreement provided that all persons thereafter receiving grants must be subject to the orders of the town and subscribe to the town articles, or their grant was of no avail. Disputes were to be settled by arbitration. Only such persons were to be received into the town as were believed to be "honest, peacable and free from scandal and erroneous opinions." For seven years no sale of land to an outsider was to be made without the approval of the selectmen. Evidently the pioneers of Sherborn intended to protect their interests so hardly gained.

The next business before the community was the establishment of religious worship, this being the object for which the town had been formed. Moneys were voted nearly every year from the start for this purpose, but nothing was really done for some time because there was no agreement reached as to the location of the meeting-house. The General Court had to exert pressure before the matter was decided in 1684 by building a church on the site of the present First Parish house. A second was built in 1726, enlarged in 1770, with the third dedicated in 1830. Daniel Gookin was the first regular pastor and served from about 1683 to 1711, and for six years more with an assistant appointed at his request. Other notable men have followed in his footsteps down to the present day.

In 1830, a Methodist Society was organized from a portion of the

First Parish, which worshipped in a new chapel on the Common for six years. In 1830, what was known as the Second Parish Church was formed. This completed a new house and had its first pastor November 4, 1830. The edifice was remodeled in 1859, and 1890.

The church and the school went hand in hand, and plans and moneys for the education of both white and Indian were voted in 1679. Evidently the teaching was done in private houses until 1727, when the first recorded mention of a schoolhouse is made. The building voted then was completed two years later, the spot chosen having been used by the town ever since for school purposes. In the early 1800's there were eight schools in various parts of Sherborn. In 1859 the Dowse High School, a mighty advance on the rather slipshod methods of education of that day, opened its doors. This was the result of a need felt for better schooling, and was made possible in part, by the bequest of Thomas Dowse of \$5,000. In 1870, by the will of Martha Sawin, of Natick, a large sum of money was given for the establishment of an academy for the free instruction of Sherborn's youth in the higher branches of Science, Literature and Classical languages. A large brick building was erected and the academy was ready for use September 10, 1874.

The civil history of Sherborn is relatively without many major incidents after the first half century except additions and losses of territory. Some years after the incorporation of Framingham the General Court settled a long-waged dispute over certain northwest parts of Sherborn and "seventeen families" residing there. The order of the Court, June 16, 1710, gave the lands on which these families resided to Framingham. In compensation, Sherborn received four thousand acres west of Mendon. On December 3, 1724, the western part of the town was taken and set up as the town of Holliston. A century after the first settlement of the Sherborn area the population had increased to 630 (1764). In 1920 the figures were 1,558.

The meeting-house was always the first town hall and continued to be so in Sherborn until 1836. In this year the first academy building was purchased by the town for its business purposes. In agreement with the executors of the will of Mr. Dowse a town hall was built, combining not only space for the transaction of the town's affairs but a schoolroom for the proposed high school, a large hall for meetings of all sorts, and a room for a library. A fine building located on the Common was dedicated December 23, 1858, and after being injured by fire, was restored and rededicated June 17, 1876. For a number of years there had been a Social Library, afterwards called the "Proprietors Library." This was established in 1808. Later other organizations had their separate libraries. In 1860, these combined



and the Sherborn Public Library was formed under the care of the town.

Of the various other organizations that have done their part in the development of Sherborn, mention should be made of the Review Club, founded September 11, 1874, and which became the Sherborn Literary Club in 1882; the Sherborn Musical Association which was formed in 1869 mainly for the purpose of engaging in the World's Peace Jubilee in Boston. Nor should the Independent Order of Good Templars, Lodge Number 297, formed in 1868, be forgotten, as for two decades it was useful to the town in many ways.

One of the institutions long in Sherborn was the outgrowth of a movement started by one of the best known of Sherborn's citizens, Rev. Edmund Dowse, who presented a bill before the Senate, "to provide separate prisons for women and for the better classification and better discipline of prisoners." This bill became a law June 15, 1870, and eventually led to the building of a Woman's Reformatory in the north part of Sherborn. The work took from 1874 to 1877, and consisted of three three-story buildings, 330 feet, 460 feet and 240 feet long, respectively, together with several smaller buildings for the officers and employees.

### STOW

**Statistical**—Population (1920), 1,101. Registered voters (1924), 515. Valuation of property (1925), \$2,085,756.

First mention in the records of the State, May 16, 1683 (Old Style).

The plantation between Concord and Lancaster called Pompasiticut. April 12,\* 1717, bounds between Stow and Concord established. December 29,\* 1730, part of Sudbury annexed. June 29,\* 1732, part included in the new town of Harvard. February 25, 1783, part included in the new town of Boxborough. July 11, 1783, bounds between Stow and Marlborough established. March 19, 1866, part included in the new town of Hudson. April 19, 1871, part included in the new town of Maynard. May 24, 1905, bounds between Stow and Hudson established.

Stow is in Congressional District 5; Councillor District VI; Senatorial District 5th Middlesex; Representative District 10th Middlesex.

**General**—On the western border of the county, Stow is twenty-five miles distant from Boston. It is one of the hilly agricultural towns of Middlesex, noted for the loveliness of its terrain which is picturesquely varied by the windings of several small streams, of which the best known is Assabet Brook. Four hills dominate the landscape: Spindle, Marble, Birch, and Pilot. The ponds are few and unimportant.

By the incorporation of Concord, Sudbury, Marlborough, Lancaster and Groton, there was left in 1660, surrounded by these towns and the Indian plantation of Nashoba (Littleton), quite a tract of land

known as Pompasiticut. It extended from Sudbury on the east to what is now Lunenburg on the west, and from Groton on the north to Marlborough on the south. This was the original Stow, whose present outlines are bounded on the north by Boxborough and Acton; on the east by Maynard and Sudbury; south by Hudson; and west by Bolton and Harvard. This contains an area of 11,021 square acres, which had a legal valuation in 1925 of \$2,085,756, with a population in 1920 of 1,121.

The traditional settlers of this district were: Matthew Boone, about 1660, near Sudbury and John Kettel, 1663, near Lancaster. Land had been laid out in the region about this time, as for example, that of Eleazer Lusher's 500 acres near Sudbury, and a like amount to Captain Daniel Gookin near between Acton and Lancaster. But it is doubtful whether there were any permanent settlers of the area until 1670 or later. In this year a number of Concord men, with the object of settlement, tried to have the district set up as a precinct. The petition was refused but the Court granted "ye tract of land . . . unto George and John Hayward . . . and the rest of the petitioners . . . provided the place be settled with not lesse than tenn famelyes within three years, & that a pious orthodox and able minister be main-teneyned there."

No immediate settlement was made even then, but in order to get the "ten famelyes" located, twelve lots were laid out in the most convenient places, ownership of which was decided by lot. But some of those securing homesteads failed to live on them which further delayed both settlement and establishment as a district. The breaking out of King Philip's War about this time drove all the settlers from their plots and not until after the war was well over did any further attempt at settlement take place. More divisions were made, people began to come in, the colony prospered and felt itself capable of managing its own affairs. Accordingly a petition was sent to the General Court, which it granted, and the incorporation as a town was legalized May 16, 1683, old style, or May 26, new style.

About 1729, one of the movements which led to the first division of Stow, as the new town was named, started. On June 29, 1764, the town of Harvard was set up, taking the first slice. Forty years later the northern end of the town wanted their own establishment. Stow refused and tried to compromise by providing funds for separate religious services at this end, but failed. After repeated petitions to court, Boxborough was finally set off in 1783. Maynard was the last town erected taking part of Stow. This was in 1871, and with the other reductions left Stow with about half of its original area, although that which remained was of much more convenient shape.



As the "meeting house" was the center and for that matter the reason for being, of a new town, efforts were made to have one built immediately after the establishment of Stow. Two years later whatever structure had been started was still unfinished, and stood at the east end of the Common of the lower town. Evidently it was small since "four windows each with three lights" were deemed enough to light it. This structure served its day and was replaced on May 1, 1714. The dimensions of this new house were forty feet long and thirty-two feet wide. It was built on "the right hand side of the country road on the little knoll between Captain (Stevens') barn and the dam on Strong Water Brook." The old meeting-house was sold for "burying cloth," and the land remained as a Common. A third house was built in 1753, and a fourth was dedicated October 1, 1827. This was destroyed by fire November 9, 1847. The First Parish erected the fifth on the site of the fourth in 1848, being dedicated on August 30th of that year.

The endeavors to secure pastors to fill the pulpits of the several meeting-houses seemed to have been even more difficult than the building of the churches. "Mr. Green" was the first in 1685, there following him a long list of ministers, the most of whom stayed for brief periods and went their way. Not until the reign of Jonathan Newell, which began on September 11, 1774, and lasted until 1828, was there an extended pastorate with its attendant virtues. During his ministry 140 persons were admitted to the church, about 1,100 baptized and 337 couples married. A Mr. Sibley succeeded him, but only for a short period. About this time a Universalist Society was formed; some of the Trinitarians withdrew, and Mr. Sibley resigned. He was the last minister chosen and paid by the town. The First Parish, Unitarian, was formed in 1832, and succeeded to the town "meeting-house."

The Universalist Society of 1830 soon languished and died out. The Orthodox Church, organized May 11, 1839, built a chapel the next year. April 1, 1851, the place of worship was transferred to Rock Bottom Village. Weakened by various causes, the principal one being the forming of other societies, the body ceased to exist in 1853.

The Rock Bottom Methodist Church, a natural successor to the Methodist Church of Marlborough of 1808, was established in the present place in 1852, where they dedicated a new structure November 30, 1853. In 1884 a parsonage was built.

The first record of any interest being shown in schools by Stow is dated December 13, 1714, when Thomas Brown was chosen as a teacher. There must of course have been teaching before this, for in 1731 a vote for a schoolhouse is mentioned. By 1733 the town was

divided into three school districts and plans for houses twenty by sixteen feet in each. A feeling of poverty seems to have struck the town just about then and only after being prodded on by the authorities was one completed. In 1749, the town was indicted again by the Inferior Court for not maintaining a grammar school. The law of 1789 ordered the division of all towns into school districts. Stow had five, on each of which it then had a schoolhouse. The district system was in force until 1869.

An academy, built and organized by private citizens, came into being May 31, 1824. It had a very successful career for the twenty years it lasted, but was unable to compete with the growing and improving public schools. Some years later, the need being felt for something to take the place of the defunct academy, certain citizens joined efforts and means in the establishment of Stow High School (1871). Private and the town subscriptions amounting to more than ten thousand dollars were secured. The Old Academy and building and grounds were used and in December, 1871, the "High" school was inaugurated. The Rock Bottom Library Association was formed July 15, 1880, with about five hundred books.

The war record of Stow covers a long period from the days when there was a fortified house above the present Rock Bottom village before 1700 to the World War. In the early days it was needful to have a military organization to protect its farms from the Indian. In the French War more than a dozen of its citizens were engaged. Up to 1779 during the Revolution, more than 300 had been in the armies from Stow. During the Civil War, the town expended nearly \$16,000 exclusive of \$8,000 given in aid of soldiers' families. In the armies there are records of 174 men, although it is likely that this number is much too small. Facts and figures of the World War are given in another chapter.

Stow was in the beginning, and now is, a strong agricultural community. Various crops have had their day, until the town found itself best fitted for the production of milk. Apples and some of the other fruits have always done well and are much grown. With modern roads and motor truck transportation truck growing has proven profitable.

The first evidence of any industrial establishment is that of a grist-mill, probably on the Assabet River, mentioned about 1700. There are vague references to other mills, probably of some variety of saw-mills. The first business other than these seems to have been a tannery started about 1790. In 1850 Peter Fletcher and Nehemiah A. Newhall removed their tannery from Ashburnham, where a bursting dam had all but destroyed it. Some time before 1853, a shoe-making



establishment was started by Rufus Temple, Cyrus Brigham and Theodore Pomeroy at Rock Bottom. This prospered in the hands of various partners until it was burned in 1875, putting an end to the leather business in Stow.

Another industry started on the Assabet River from a very small beginning in the grist-mill of Ebenezer Graves (1735). In 1770 his heirs sold three mills on both sides of the river at Rock Bottom to Thomas Gibson, and by him to Abraham Randall six years later. These became the sites of the mills of the Rock Bottom Manufacturing Company, makers of cotton and wool fabrics. The business went on the rocks in 1829, and sold to Benjamin Poor who built a new dam and mill, and introduced new machinery. Incorporated as the Rock Bottom Company in 1836 it prospered for a while, but failed in 1849. Going into the hands of Benjamin Gleason and Samuel J. Dale many improvements were made and under various names became successful makers of all wool flannels.

### SUDBURY

**Statistical**—Population (1920), 1,121. Registered voters (1924), 535. Valuation of property (1925), \$2,458,508.

First mention in the records of the State, September 4, 1639 (Old Style).

The new plantation by Concord. May 13,\* 1640, land granted to Sudbury. May 2,\* 1649, land granted to Sudbury. May 13,\* 1651, bounds between Sudbury and Watertown established. June 13,\* 1701, bounds between Sudbury and Framingham established. June 9,\* 1721, certain farms annexed. December 29,\* 1730, part annexed to Stow. April 10, 1780, part established as East Sudbury. April 19, 1871, part included in the new town of Maynard.

Sudbury is in Congressional District 13; Councillor District VI; Senatorial District 5th Middlesex; Representative District 13th Middlesex.

**General**—The town of Sudbury is an agricultural section, large in area, never large in population, with a beauty of meadow and hill which attracts the visitor and has held the hearts of its people through the two hundred and eighty-eight years of its existence. Its lakes, Heard's and Willis's, on opposite sides of the town are lovely, and the wide stretch of country between, with its hills and intervalles are dotted with the farms of the prosperous, the estates and homes of the lovers of nature. The highways are the resorts of the tourist as well as the roads of the farmer; and, with two railroads crossing near the center, give accessibility and nearness to markets. The Sudbury river is the main stream, its ancient Indian title indicating its character. Known as the "Musketahquid," meaning grassy brook or grassy meadow, it was a favorite camping ground of the aborigines. It takes its winding way from its rise in Hopkinton to its jointure with the Merrimac at Lowell. Where it enters Sudbury it is about forty feet wide, and where it leaves, two hundred. At one time iron ore was dug

in the town and transported by the river to Chelmsford. The chief character of the stream is its slowness of current, being in fact almost imperceptible; the fall is said to be only two inches to the mile for a distance of twenty-two. Of a part of the town Longfellow wrote what still may be said of much of the territory:

A region of repose it seems,  
A place of slumber and of dreams,  
Remote among the wooded hills!

Sudbury was settled in 1638, the second of the inland towns. Incorporated September 4, 1639, it was given, by the order of the Court, the name of Sudbury after an English town in Suffolk. Possibly the title was suggested by Edmund Brown, a native of Suffolk, and the first minister in the section. The first of the pioneers came, probably direct from England, but by way of Watertown, and located their lands and homes on the east side of the town, where they were still close to other settlements. The original bounds of this new "plantation" were north by Concord, east by Watertown, or that part of it now Weston; while the west and south boundaries was the "Wilderness," or the unclaimed lands of the Colony.

The most of the new settlers were English, coming at that time when there was a great immigration from England of the best of its folk. Although it had been but a few years since the first of the Pilgrim Fathers had arrived, there was a feeling that the spots then settled were in danger of becoming crowded. Hence the plan, originating in Watertown of having those who came from the mother country to go direct to newer parts of New England. Possibly the first settlers were not above speculation, and, securing for themselves from the Indian, and the Court, rights to certain sections, sold them to the new-comer at tidy profit. Whatever the reason, the Sudbury section had been secured from Karte, the Indian owner, in 1637, and from this tract and others, grants were made to companies and individuals of the area. The general or common grants of that early date were three in number, the first being about five miles square in the corner bounded by Concord and Weston. The second was of an additional mile, 1640; the third was about two miles in width and extended the whole length of the western boundary. All these went to the Sudbury plantation, and were held in common by the settlers on the lands. There were also a number of individual grants. Hardly had parts of this large domain been settled than the work of dividing it began, leading to endless difficulties. Attempts were made to reserve pasture land, and these were the last to be divided. On these reserved areas have grown up the villages of Sudbury, South Sudbury and



Wayland Centre. One of the last of the sales of the common lands was made in 1817, when the "ministers Tracts" were disposed of for \$3,200.98.

The government of the early town differed but little from that of Massachusetts towns of the present century, the officials being much the same in their duties, although having curious titles; the main difference being that there is no connection between town and church as there was then, and continued to be until well into the last century. This difference is the reason why early records nearly always start and continue to be concerned with a meeting-house, this usually being the reason for the organization of a new district, and as the meeting-house was also the town hall, it was one of the first duties of the people to provide one. A house was therefore erected, and Edmund Brown, recently from England, secured as minister. This had not the long life of most of these early churches, being replaced in 1652, the contract for which is still in existence. In 1675 the Colonies were plunged into an Indian war. Sudbury had been getting along well with its Indian neighbors, and still continued to do so, but the outside tribes knew no friendship, and Sudbury men soon engaged in the conflict on the side of her friends. Probably because of this participation in the defense against Philip, and because there was no other settlement between the Indians and the west, Philip directed his men against Sudbury. The date of the attack is variously given, but April 21, 1676, is the one usually accepted. Space does not permit of a description of the fight, a full account of which is published in several histories of the time and since. It was one of the best directed of Philip's attacks with overwhelming numbers on his side.... Somewhere between thirty-two and fifty of the English perished, many were captured and tortured, but a few escaped and hid in a mill. A single grave was prepared for the slain, and a monument, erected in 1851 in the Wadsworth Cemetery, commemorates the sad event. The setback to the town was severe but temporary. The next year saw the setting up of a sawmill upon Hop Brook. This was above the first of the town's grist-mills, which had been erected in 1659 by Thomas and Peter Noyes. In 1685 a new meeting-house was built "to stand upon the present burying ground of this town... or behind or about the old meeting-house." Meanwhile efforts had been made to join up the town with the nearby ones, and with the different parts of itself. With the meandering Sudbury River to cross, bridges had to be built early, as fording was impracticable on the stream during many parts of the year. Two bridges had evidently been erected prior to 1641 and several in the two decades following this. In 1642 a ferry was established for use in times of high water. More notable was the causeway

built westerly from the main bridge, since it was difficult to retain, and was needed by the west country. It was between 1650 and 1675 that the west side began to develop, although it never caught up with the eastern section. In 1651 the "two mile grant," the last of three given to Sudbury, was divided, and the new resources opened by this division, probably was the cause of the increased settlement in this direction. On January 22, 1723, a meeting-house was erected by the town in what is now Sudbury Centre, a recognition that the western part of the town had grown sufficiently to be recognized as a precinct of itself, the "West." School matters had also been taken care of. In 1701 Joseph Noyes was given the appointment as grammar school teacher. The location of the teaching was constantly changing until 1722 when a schoolhouse, having been erected on the west side of the river, was named as the seat of teaching for part of the year (there had been a schoolhouse voted for as early as 1702). The town was divided into two school and parish precincts in 1721, leading to the erection of both schoolhouses and a church. The town progressed in a quiet but steady way, and was becoming one of the important civil divisions of the county. War again gave it a setback, this being the French and Indian War in 1755. A number of the citizens went, and many of those remaining became interested in other parts of New England and moved to new localities. Perhaps this warfare was a good preparation for the Revolution which followed two decades later. The town by this time had become the most populous in Middlesex, with more than 2,000 residents and occupied an extensive area. It stood dauntlessly for the cause of the Colonies, and when it was seen that conflict could not be avoided poured out its wealth and men into the warfare. Two of her men died at Lexington; three Sudbury companies were at Bunker Hill. During the war the numbers of Sudbury citizens in the armies ranged from 150 to 300 men. It is thought that nearly 500 went from the town before the war closed. Of these soldiers, one was a brigadier-general, three were colonels, two, adjutants, two were surgeons, twenty-four became captains, and twenty-nine lieutenants. General John Nixon was probably the most famous of these leaders. It is also not to be forgotten that those who stayed at home, had also their duties and losses.

Sudbury of the Revolution, the largest town in Middlesex, was in no such dominating position in 1860, when she ranked thirty-ninth, with a population of 1691. But she was as patriotic, and furnished 168 men for the Union troops; eleven more than her quota. "The whole sum expended by the town, exclusive of State aid, was \$17,575. The amount of money raised and expended by the town for State aid to



soldiers' families was \$6,199. Eleven of her soldiers died during the conflict."

Among the most important of the events of more recent times may be mentioned, the building of the Framingham and Lowell Railroad in 1870-71, with stations at North, South and Centre Sudbury. An odd fact is that every depot on this road was burned in 1887, being replaced by modern structures. In 1856-57 Wadsworth Academy was established at South Sudbury, which supplied the needs of the town for many years in secondary education. Public schools were erected during the last half of the century in every part of the town where the number of pupils required it. This was the period of schoolhouses, having the students meet at the centers. In 1862, a bequest of John Goodnow, of \$20,000 together with three acres of land for the endowment of a library, gave the town a Public Library not excelled in equipment in the county at that time. The sum of \$2,500 was willed for the erection of a suitable building at the same time. More than 2,000 volumes were purchased in the next two years after the erection of the library in 1864. The building has since been greatly enlarged, and the grounds improved. At present the number of books is 14,400; the librarian, Mabel G. Gohlke. Mr. John Goodnow, a brother of the donor of the library, bequeathed, November, 1884, ten thousand dollars for the benefit of the poor of Sudbury.

Churches, other than the First Parish, are: the Methodist, formed in 1823, which dedicated a church in 1836; the Sudbury Evangelical Union Society, established in 1839, and which built a place of worship the next year.

Changes in the territory of Sudbury after the original grants were made in 1721, when a few farms were added; December, 1730, when part was given to Stow; April 19, 1871, when the town of Maynard was set up.

## WAYLAND

**Statistical**—Population (1920), 1,935. Registered voters (1924), 1,204. Valuation of property (1925), \$4,896,916.

First mention in the records of the State, March 11, 1835.

Name changed from East Sudbury. April 26, 1850, bounds between Wayland and Natick established.

Wayland is in Congressional District 13; Councillor District VI; Senatorial District 5th Middlesex; Representative District 13th Middlesex. State official residing in Wayland is J. Sidney Stone, Republican Representative.

**General**—In the days of the great migration following the landing of the Pilgrim Fathers, when perhaps twenty thousand immigrants landed in New England, the old worry about over population took

possession of the new settlers. Watertown in particular, felt itself overcrowded almost immediately, and newcomers were urged to go farther west into the "Wilderness." Many were so persuaded, and the westerly regions were occupied within a few years. Out of this movement of the English came the settlement of Sudbury in 1638, although the name was not applied to the region until the next year. The first populated part of Sudbury was the present site of the town of Wayland, which was erected as a town, under the title of East Sudbury in 1780, taking the present name in 1835. Probably the thing that attracted the pioneers was, what is no more, the beauty and bounty of the meadowlands. The Sudbury River passes on the west side of Wayland, and at the time of the founding of the town, was bordered with grassy lowlands of varying widths along its whole length. For some reason, these fields yielded crops of grass unlike those of later years. They were dry enough for hay to be made upon them; they could be used for the grazing of cattle until late in the fall, and cranberries grew luxuriantly in places. It is supposed that dams erected at various times indirectly ruined these notable resources of the early settlers.

The most of the lands, first settled in Wayland, were comprised in the first grants of the General Court to the pioneers as a common tract. Many, however, were given to individuals such as some of the land around Cochituate Pond to Mrs. Jesse Glover, the Dunster Farm, a tract of 600 acres given to the first president of Harvard College, as well as a number of others. All this land had been purchased from the Indian owner, Karte, or "Goodman." With the meadows went the wooded uplands, and one of the first efforts in this country at forest conservation, was made at this time. A law of 1646, said, "that no oak timber shall be felled without leave of those appointed by the town." Timber had to "Hew above eighteen inches at the butt end." Pine Plain and Pine Brook are names descriptive of the region and forests, as is Timber Neck, south of Mill Brook.

In 1638 the settlers began to build their homes, probably grouped near each other. Three years before Sudbury was settled a rule had been made that in new settlements "no dwelling-house should be built above a half mile from the meeting-house of any new plantation." Trails were made through the forest to their settlement, and from farm to farm. The first houses were located along three of these crude roads which later became the "highway"; some of the streets in the present village follow the lines of these early connecting links between farms. A mill was put up by Thomas Cakebread in 1639, to which a road had to be built. There was need of another to Concord. Ten years after the first folk had begun to tame the wilderness there seems



to have been quite a road-building fever, and the town was connected with most of its neighbors. In 1640 the first church was organized, and became the civic as well as the religious center of the area. Edmund Brown was the first minister. His parsonage was located on the bank of Mill Brook, and was dubbed "Brunswick" meaning "mansion by the stream." In what is now known as the "Old Burying Ground" the first church was built by John Rutter. It was thirty by twenty feet, and was begun in May of 1643. The colony thrived, the numbers increased, all went swimmingly until 1675 when King Philip declared war. The meeting-house was fortified, as were the strongest of the homes. Philip attacked Sudbury April 21, 1676, intending to burn the place but was beaten off. The war gave a general setback to the development of the farthest flung places for a time. But a new influx of English came, and by 1686 the old meeting-house was neither large nor good enough and a new one was projected. It was completed in 1789, was lined with cedar, and had windows containing 240 feet of glass. Wayland became the East Precinct about 1723, and a movement started for the moving of the meeting-house nearer the center of the Precinct. A new edifice was put up, however, in what is now Wayland Centre.

An investigation of the educational condition in the settlement was made in 1664, and a Mr. Walker was installed as teacher. Little interest was shown in schooling until after 1700. In 1729 a schoolhouse was built, and in 1735 two school masters were employed, and evidently there were two schoolhouses by 1750. After the Revolutionary War was over, the Precinct was divided into districts, and later substantial houses were placed in each. In 1854 a high school was established. In 1841 a private academy was kept by Rev. Leonard Frost in the town house.

Wayland was still a precinct of Sudbury when the conflict against Britain disrupted the peaceful course of the Colonies. The town seems to have kept somewhat to itself in the companies formed at this time, although much of the record of Wayland is joined with that of West Sudbury. It is estimated that about 150 went from both parts of the town into the Continental service. The muster rolls account for 132. The war had hardly closed before the Precinct was incorporated as East Sudbury, in spite of the vigorous protest of the west part of the district, April 10, 1780. In 1815, January 24, a new meeting-house was dedicated, after seven years of discussion as to its location. In 1835 the town was named Wayland in honor of President Francis Wayland of Brown University, the donor of the Free Library. In 1840 John Draper erected a building that served as the town hall until the building of the present one in 1878. The first Free Library

to be established in Massachusetts was set up at Wayland, and as has been mentioned, came from a gift of Francis Wayland. This was in 1848. Dr. Wayland offered the town \$500 if they would give the same amount, the total sum to go to the founding of a free library. There had been societies lending good books since 1796, and small collections of books had been placed in the six schools of the town. But these were weak and served but a few. The new library was located in the town hall. It is now housed in a building of its own, the number of volumes on the shelves being 15,590, the librarian, Margaret E. Wheeler.

The Civil War found Wayland not wanting in patriotism, a total of seventy going into the Union Armies, and \$18,000 was raised by the town for recruiting. Thirteen soldiers lost their lives, their history being perpetuated in a book entitled, "Wayland in the Civil War."

The later history of Wayland is that of a quite rural community whose principal interest is that of the forefathers, agriculture. The forests and meadows are changed or gone, pleasant farms make up the landscape. Many of the older places have been purchased by people of means and have been made into country estates. The railroad was late in coming to Wayland (1881) although she was provided with good highways. Some manufacturing was started by the presence of the rail system, and Wayland Center had a burst of development which shows now more in the improvements started at that time, than in factories. To the south the village of Cochituate has made quite a growth. It is in one of the early settled localities on what used to be Long Pond, now Cochituate Lake. Shoemaking has been the main source of income to the residents of the place. Methodist and Catholic churches, a library, a half dozen schools, not only supply the needs of the community but indicate something of its importance. Wayland Center is more rural, being only fifteen miles from Boston it is becoming almost a suburb of that city. As a summer place of residence, it is well known. The population of the town of Wayland was less than 2,000 in 1920, but the conditions which have led to the gradual reduction of its population have changed.

## WESTON

**Statistical**—Population (1920), 2,282. Registered voters, (1924), 1,201. Valuation of property (1925), \$8,736,657.

First mention in the records of the State, January 1, 1713 (Old Style).

The West Precinct of Watertown. April 19, 1754, part included in the new town of Lincoln. June 25, 1766, bounds between Weston and Waltham established.

Weston is in Congressional District 13; Councillor District VI; Senatorial District 1st Middlesex; Representative District 13th Middlesex.



**General**—The town of Weston, only a dozen miles from Boston, is one of the older sections of Middlesex, which has retained many of the old time rural characteristics, and is still peopled by descendants of original families. It was a part of Watertown, settled almost as early, but did not become a separate entity until 1717. It is bounded on the north by Lincoln; on the east by Waltham and Newton; on the South by Wellesley; and on the west by Wayland. The present acreage is 10,967, of which 155 are in ponds. Two railroads, both a development of the last forty years cross the town, while a third touches the southeast section. The terrain of Weston is the usual broken hilly sort that characterizes most of the county, but has an unusual beauty which has attracted much attention in recent years. The soil is as varied as the landscape, but averages well, the most of it being sufficiently heavy to have supported a dense forest growth, which has proven valuable in agriculture, the main industry of the district since its foundation. Good roads extend over much of the surface. Access to Boston is quick, which has brought about a change from the grain cropping of the land to a more varied agriculture, which includes vegetables and fruits. Many of the old farms are being bought up by Bostonians, and estates developed, although this is not a new feature of the expansion of Weston. The present population of the town was in 1920, 2,282, the rate of increase being more than ten percent per decade.

The story of Weston is hard to compile since little of the data concerning it is extant or if not so, is hidden in places where it cannot be gotten at readily. All town and precinct records for more than half a century prior to 1754 seem to have been lost. An interesting sidelight on the strange twists of fate in these relations to a locality, is to be seen in the fact that the southeast corner of Weston might well have been the site of Boston. From Winthrop's journal, and Dudley's letter to the Countess of Lincoln, it seems that this point in the town was chosen for a French trading post, and actually fortified. This spot has been called by Justin Winsor "the abandoned Boston." Winthrop set out in 1630 to pick the site for a town, and discovered it three leagues up the Charles River. But sickness and the fear of an attack by the French led to a change of mind which was the reason for the location of Boston where it is.

The early Watertown folk had strange names for some parts of their territory, the simplest of which was "The Farms" for the western part of the domain; West Pine Meadows was the title by which another section was known. Both of these were in the present area of Weston. Allotments of the meadowlands gave dissatisfaction, and they were called in the old deeds "Lands of Contention." They were re-

surveyed in 1663 and newly allotted. Some of this area was a part of the present Weston. The first recorded use of the Farms as applied to the town was in 1663. It is well to remember that Weston was connected with Watertown for sixty-eight years in church and eighty-three years in a civil capacity. The Watertown church founded in 1630 was the sixth organized in Massachusetts. This meeting-house proved to be in an unsatisfactory location for some of the inhabitants of Watertown, and in a protest we find the names of thirty-three Farm's people, 1695. The "Farmers" kept up their opposition, and became so anxious to have a meeting-house of their own with the governing powers that went with it, that they erected a little house of worship in January, 1695. The petition for separation was granted by the Great and General Court three years later. The bounds as established by the courts were the same as those on which the town was incorporated in 1712. The little church, whose building may have influenced the Court to a decision in their favor was never finished although used until 1700. There was apparently no formal church organization until 1709 when a second pastor was called. The meeting-house was completed in 1710, and eight years later it was desired to build a new edifice, but action was deferred, until 1721. A noteworthy fact concerning the pastorate of this church is that covering a period of 167 years there were only five ministers, all of whom are buried in the graveyards of Weston. One of these, Mr. Kendall, in a summary of the events up to 1812 stated that the population at this time was 1,000. In thirty years 396 had died. He pictures the people of his parish as thrifty farmers of good report. On January 1, 1812, was passed the act that made of the "Farmer's district" a town.

Next to the building of homes, a grist-mill, and roads connecting these, the very important duty of a parish, was to have a trained military organization. The first step in this direction was taken in 1630 and three years later the Middlesex regiment was formed which continued in existence for a century. In this Weston men played a valued part. This military preparation was to offset the danger from Indians, but proved its value when the country was plunged into war with England. The well drilled Weston company was warned too late to be at Lexington, but struck the British flank at Lincoln. It is likely that had it not been for the vigilance of Weston men, the attack would not have been against Lexington, but over the Weston road to Worcester. This was the intention of Gage. But the spy he sent out to find the best road over which to go was discovered and the country so aroused by Westons that he reported to his General that no man sent to Worcester would return alive. No summary can be made of Weston's participation in the Revolutionary War, but it is clear that



the town was depleted of both men and means, and that many of its farmers lost their land because of inability to pay the debts incurred. The number of men sent by the town during the Civil War was 126, of whom twelve lost their lives. The known total amount paid by the town for the enlistment of soldiers was \$12,528. An account of the boys entering service in the World War can be found in the chapter on that subject.

The subject of education is first mentioned in the Weston records in 1650 when the pay of a school master was voted. In 1695 the town was fined for not having a school, and in 1714 and 1737 it was again called to account for dereliction in these lines. After the Revolution the town seems to have paid more attention to schooling, the appropriations growing larger with each year. A census in 1807 showed 374 school children; five years later there were six school districts with houses. In 1854 a high school department was established, and in 1878 an imposing building was erected to care for it.

In 1857 Weston voted to establish a library; two years later Charles Merriam of Boston gave \$1,000 as a fund, the interest of which was to go for the purchase of books. Mr. Merriam also donated at this time a thousand dollars as a fund to care for the "silent poor of Weston." The library is in a flourishing condition, there being 25,225 books on its shelves. Maud M. Pennock is the librarian.

Churches other than the original First Parish are the Baptist and Methodist, Episcopalian and Catholic. The Baptists started in 1776, built a meeting-house in 1784, organized formally in 1789 and had their first settled pastor in 1811. A new church was built in 1828. The Methodists started in 1794, and built a chapel which later became the rear of the church erected in 1828.

Weston, in the early days had a number of industries started in the territory, but these eventually died out, until late in the last century there was only one, a grist-mill. One work of more than ordinary importance was the pottery dating from 1765 by Abraham Hews, probably the first in its line in Massachusetts. The business was carried on for more than a century, being removed to Cambridge in 1871. Josiah Hobbs came to Weston in 1730. He started a tannery whose fame was such that places were located by their distance from the tannery. The Stony Brook Mills had quite a name. Starting with a grist-mill of 1679, it was changed to a cotton yarn mill in 1831. They later specialized on cotton mill machinery. The Cambridge Water Works put this and other industries along the mill stream out of business. Even more notable is the organ works established at Kendall Green in 1888 by F. H. Hastings. Elias Hook instituted the business in 1828 in Roxbury. Mr. Hastings became associated with

him in 1855 and was made a partner in 1865, becoming the head upon the death of Mr. Hook in 1881. The plant erected in Kendall Green was at the time supposed to be the best equipped for the business in America, and possibly the largest. Around it were built cottages for the workmen, a club house and library.

### WILMINGTON

**Statistical**—Population (1920), 2,581. Registered voters (1924), 1,150. Valuation of property (1925), \$3,194,128.

First mention in the records of the State, September 25, 1730 (Old Style).

Parts of Reading and Woburn, June 13,\* 1733, part of Billerica annexed. December 27, 1757, bounds between Wilmington and Billerica established.

Wilmington is in Congressional District 5; Councillor District VI; Senatorial District 7th Middlesex; Representative District 17th Middlesex.

**General**—Sixteen miles slightly west of directly north from Boston is the town of Wilmington. Of very irregular shape it is bounded on one of its north lines by Tewksbury, on the other by Essex County; on the east by North Reading and Reading; on the south by Woburn and Burlington; and on the west by Billerica and Tewksbury. Railroads crisscross through every part of its territory, although the main village is in the extreme east and has the advantage of only one line; North Wilmington is at the juncture of three roads. The highways system is under constant improvement, giving the town an accessibility and egress possessed by few. Formerly a scantily populated farm town, it has been growing rapidly during the last few years, the 1920 census crediting it with 2,581, nearly double what it was thirty years ago. This shows a healthy advance over 1910, when the figures were 1,821; it is estimated that when the census of 1925 comes out it will show a population in excess of 3,000. The increase in numbers cannot be accounted for by any special increase in either farms or factories, seeming rather to be due to Wilmington's proximity to Boston and other large places. Lowell, Salem, and Lawrence, are not far away, and the town has direct rail connections with all of these. The area of this town is large, 10,071 acres. In 1890 there were fewer than 300 houses in the whole district. A sawmill, three small slaughterhouses and as many blacksmith shops comprised the total of industries, aside from farming. The total valuation was but little over three-quarters of a million; in 1925 it was \$3,194,128. The land is a good average mixed type of soil. Once fruit was planted largely, and large crops of every sort exported; the cranberry, especially was a great source of income, and still is. The cow is the greatest of the present farm producers, with eggs, hay and potatoes ranking well. Nearness to large markets has encouraged the growing of vegetables



in recent years. It is claimed for the town, that the first Baldwin apple originated here, the first tree of the variety being grown on the farm of James Butters. Loammi Baldwin, of Woburn, cut scions, planted trees of his grafting, and gave it the name. It is not on agriculture that the town now depends, but upon the overflow population of Boston and other places, and the industries and wealth that is coming with them.

Wilmington, although at the time of its incorporation as a town, September 25, 1730, was taken from Reading and Woburn, was, with these, a part of the old district of Charlestown, or "Village of Charlestown." It was settled by people of the latter-named place, because they wanted more farm land. They were granted an area four miles square which was named Charlestown Village; the title being changed in 1642 to "Wooburne." Three years prior to this Lynn had acquired by grant a like square of four miles, to which the name Lynn Village was given. This name was changed to Redding in 1644. Wilmington was made up of parts of these two villages, but principally from Charlestown. Desire for a meeting-house was the cause of the separation, a request from the people of the Woburn section, known as Goshen, in 1724 starting the proceedings. This and other requests were denied by the General Court until 1730, when permission was given on the usual condition that a minister should be settled within three years, and a meeting-house erected "with all convenient speed." A house of worship was built in 1732, a church organized October 24, 1733, and James Varney called as the first pastor at this same time, thus fulfilling the religious requirements of the Court order. Usually a precinct or parish was the first formative step in the erection of a town, and in this direct incorporation Wilmington was an exception to the general rule. A new meeting-house was built in 1813, and after this was burned in February, 1864, the third was erected.

The town was formed after most of the danger from Indians was past, but when war came between the colonies and the mother country, Wilmington found itself under a heavy burden when it was least able to bear it. The men of the town joined with Woburn and Reading during the war. The pastor of the church, Isaac Morrill, although serving as chaplain during the French War, was too old to enlist, but had direction of the town's military activities. During the Civil War, Wilmington again gave her best. Her quota is said to have been ninety, which number she filled. The adjutant-general's list only accounts for fifty-six, but this covered only the Union armies.

Schooling seems to have been an almost unsurmountable problem for the town of the early days. Agricultural interests, sparsely

populated, with its people widely scattered, it was hard to provide teaching. Several times was it investigated, and called to account for not making what was considered proper provision for the education of its youth. This condition changed during the early part of 1800. Prosperity had followed the establishment of the United States. The town not only grew, but had money and the places of its residents were nearer each other and connected by roads of a sort. The area was divided into six districts, and schoolhouses erected in each. In more recent years Wilmington has developed a school system of which it is justly proud, but still suffers under the disadvantage of a growing population, in having its best efforts never quite catch up with the expanding needs. A high school was established before the number of school children was sufficient, in law, to require it. The Public Library started late as compared with many towns, dating from 1878. It was well supplied with books from the beginning, and widely used. It now has 3,215 volumes; the librarian is Anna T. Sheldon. Churches other than the original Parish, which have been organized, are: the Methodist, founded 1832, which erected an edifice near the centre of the town; the Catholic Church also at the Centre, which was built in 1887; the Free Will Baptist had a society in 1840, and put up a house the next year, but shortly ceased to be, the building being purchased by the town as a public hall.



## CHAPTER XXIV

### INDUSTRIES.

To treat properly the industries of Middlesex County would require a volume rather than a chapter. Historically, manufacturing began here almost three centuries ago, and the changes have been many and great, each one forming an important step that should at least be mentioned. The folk who first settled in the county were not a very poor people needing greatly to better their condition; many were men of wealth and position, the progressives of their day. They had the means and the skill to secure not alone the necessities of life but some of the luxuries as well. They farmed at first, but they were, potentially, manufacturers, merchants, importers of ideas and goods. Almost at once our forefathers made the wind and the water work for them. The first "corn mill," if tradition is to be believed, was set up on the Charles River at Watertown, the oldest town in the county. Just when this mill was built is not known, but in 1632 it was taken down and removed "because it would not grind but with a westerly wind." There is a record of a mill antedating this one, set up in Plymouth; but it was only an adaptation of the Indian pounding mill by which corn was cleaned from the hull. Perhaps it later was used for crushing grain after the fashion of the Indian mortars. Water power was utilized most for sawmills at first; many of these primitive mills being the first industries in some of the Middlesex towns. But water mills soon ousted the wind affair as more efficient, and even at that day efficiency was as greatly appreciated as in the present century.

**Industrial England**—A fact worth remembering, since it has influenced the industrial progress of the State and county, is, that the first settlers were from a country that became the leader of the world industrially. From the founding of Watertown in 1630, the next decade saw the coming into Eastern Massachusetts of more than twenty thousand from England (26,000) and there was but little emigration to this region for the next century, and of these only a few hundred were other than English, most of this number being Scotch. John Fiske states that up to the Revolution no country in England was more thoroughly English than the New England colonies.

The force behind the pioneers of the county was the desire for

independence, and not merely independence of religious worship, but of thought and action. They were adventurers in the true sense of the word, going where what was wanted could be gotten, trying out new things and new ways to secure what was needed. Within three years after the landing at Plymouth, the good ship "Anne" sailed from that port for England with two hogsheads of otter skins and as many "clapbord" (where these were used for fancy wainscoting in English houses) as could be carried. Seven years after its founding, the colony, never more than a few hundred, bought up the shares of the company that had backed them and in another seven had paid in full for them. Agriculture failed to prove as much of a money maker as was expected, so the colonists turned to fishing and lumbering.

Independent as were the Pilgrims and Puritans, they had the good sense to stand by and with each other in communities. Perhaps the religious faith of the colonists had somewhat to do with this, and they stayed near each other to be able to have a church. Whatever the cause, the result was the growing of towns, and a town life, government and attitude. For quite a period, it was forbidden to build a house more than two miles from a "meeting-house." The "town" often built the saw and grist-mill, or subsidized the builder. Ships were one of the first things built after the home and mill. The most of these were owned by groups of individuals, and the captain and crew, when not able to invest money, were given shares in the vessel they sailed, a custom which has continued somewhat to this day. Common lands were set off for the grazing of the combined herds of the town. When in 1640 "Foreign commodities grew scarce," said Governor John Winthrop, and their own "of no price," the towns got seed for hemp and flax, urged community sowing of it, offered a bounty of "three pence on each shilling's worth of linen, woolen and cotton cloth." Later it was ordered by the General Court that all persons not otherwise employed, particularly women, boys and girls, should spin for thirty weeks each year at least three pounds of linen, cotton or wool.

Having, then, a people with an ancestry coming from a potential manufacturing country, one which was independent in action yet ready to coöperate, it is very easy to see why Middlesex County became one of the great industrial sections in America; why the state of which it is an important part should have been the spot "where the mechanic arts first took root in America"; why it should be called the "Switzerland of America" because of the inventive genius and skilled workmanship seen in its manufactures; why it became, and is, the greatest reservoir of skilled labor in this country. There is no



section in the United States producing a greater variety of products requiring trained skill and craftsmanship than New England. Massachusetts is the heart of New England, and there be those who insist that Middlesex County is the moving force that actuates vital power of that heart. Massachusetts, according to figures of 1920, which in the main are relatively the same now, produced made articles to the value of three billions yearly. "Forty-fourth State in area, she is fifth in the number of wage earners. In the production of cotton goods and footwear she leads."

**Textiles**—The textile industry is the third in importance in America. The industry had its start in New England, and in it, New England, especially in the finer phases of the industry, is still supreme. From the day when flax was grown at home, cotton imported from the West Indies, and the growing of wool encouraged by the General Court of Massachusetts, almost three centuries ago, the section has held her preëminence on this side of the water. Her workers not only inherited the skill needed—but received first-handed the machinery required for the larger making of textiles. Arkwright introduced his labor-saving textile machinery in Great Britain about 1769. The attempt was made to keep a monopoly of the industry by forbidding the taking out of England any of the machines or models or drawings of the machines. No greater difficulty in getting through the custom house by the modern traveler is experienced than by anyone leaving the "Old Country" at that day. He was searched just as thoroughly for contraband material or drawings.

But the brain cannot be searched. In 1790 Samuel Slater came to America with the models of textile machinery in his head, and from his reproductions, improved by "Yankee ingenuity," dates the factory production of cotton goods in the United States.

**First Woolen Mill**—The first of the woolen factories was that of the Hartford Manufacturing Company in Connecticut, started in 1788, but which soon failed. Watertown claims to have started factory production of woolen cloth just prior to the mill in Hartford, but changed to the making of cotton warp the next year. In 1794 there was established the first woolen mill operated by power at Byfield, Massachusetts. These were beginnings in which the county is proud to have had a share, but in 1800, the census gave but three woolen factories in the country, and the total capacity as 15,000 yards annually.

The making of footwear, the second largest of the county's industries, dates almost from the day that the Pilgrims landed in this land. The pious writer of "New England's First Fruits" reports "And great and small cattel, being now frequently killed for food; their skins will

afford leather for boots and shoes and other uses." The shoemaker and tanner had arrived with the first two shiploads at Plymouth. Thomas Beard, who arrived in 1628, brought with him a supply of English hides and leather. Copp, a shoemaker of this early period, has his name attached to one of the hills of Boston, Copp's Hill. Francis Keyser set up the first tannery in Swampscott; George Keyser soon followed at Lynn, laying the foundations for the eminence of that city as a shoe center. John and Francis Wyman, as well as Gersham Flagg, settled in Woburn in 1642 and almost immediately set up tanneries. Shoemaking was still a hand job, with never a shoemaker who conceived that so many of his hand operations would eventually be done better, perhaps, by machines. A writer notes the following interesting item of Puritan days: "The bootmakers of Boston in 1646 complained to the General Court of 'much bad work produced by their craft' and petitioned for permission to join themselves into one large company so that 'all boots might alike be made well.' In this attitude of the Boston bootmakers we find an explanation and a reason for the supremacy of New England in many lines of manufacture—good work and pride in it."

Enough has been indicated to hint at the debt the industries of the State and county owe to the mother country and the native ingenuity and independence of our forefathers. To one other fact should attention be given; the way in which the community spirit of the early day laid the foundation for the great group of skilled artisans which has made the section great industrially. Manufacturing consists of more than machinery and capital, its main dependence is upon the brain, skill and quality of the workers. In these the county has been rich; there early grew a class who loved their trade and developed unusual capabilities in it. The New England type of town and government cemented these skilled men into a class, they had the solidarity of life that created a reservoir that the whole United States has drawn on for the development of the industries of the various sections. The great shoe factories of the West were established by men drawn from New England. Many of the automobile factories in Michigan, Ohio, and Indiana got many of their managers and skilled workmen from Massachusetts. Much of the heavier type of manufacturing, particularly that which could find its materials needed in some other place, have taken toll from the mass of trained men in the East. This reserve which has done so much to build up other communities was developed by the centralization of industry and residence characteristic of Massachusetts manufacturing from the beginning. And it is because of this same group of brain and hand-skilled artisans that Eastern Massachusetts has been able to hold its eminence in industry.



**Immigration**—There may not be the same radical unity as was true of the colonial days. Middlesex County is strongly cosmopolitan today. The first factories drew from the farms adjacent to the town for their labor. With them came the country capitalist who established stores to sell to his former neighbors as he had sold before they left the country settlement. All grew up together; the city was rural rather than urban. Come good days or ill in the factories, and the workers would not leave because they were one big family and had their homes and friends fixed. But there came a time when the sons and daughters would not work in the mills. Then came immigrants, adventurous folk, just as the adventurous Puritans had come, and they took the place in the factory that the native might have held. There was enough of a likeness to the early type to appreciate something of the Puritan spirit and to cling to some of the Puritan ideals. There was the same getting together, at least, by races. They formed a trained working class, just as they formed groups and quarters in the city in which they located. The reservoir of labor was again filled. That this is true was well illustrated in the late World War. Not only did all races in Middlesex rally to the aid of their adopted country, but there was such a production of materials sought by the government as astounded the Nation.

There seems to be a spirit abroad, as this is written, to speak of "the decadence of New England" to consider Middlesex County as having industrially little more than a past. Critics say that the finest of her artisans have left the county, gone to other sections and never been replaced. They point to the cotton factories of the South, the shoe factories of the West, to the making of heavy machinery, once a monopoly of Massachusetts, elsewhere, of the numerous shifts of industries to regions where raw material is at hand. There is no doubt that the labor reserve of the county has been tapped, but that the workers in other states are looking for a chance to return is overlooked. The presence of raw materials does attract capital, but transportation has made distances from sources of supply negligible except in the matter of the coarser and heavier articles. Hence it is that hides are sent on from the West, made into shoes at Marlborough and shipped back to the place from which the crude leather came. Cotton is brought in from the South, Egypt and India, and woven into materials that are often exported to the country that grew the cotton. Wool is still gathered in from Australia and the far corners of the earth, and made into fine cloth, felts and carpets in Middlesex factories that date from a century ago.

A readjusting period is at hand in the county, the era of prodigal production is passing or is past. Consideration is being given to all the factors that go to make up industrial economics, such as manufacturing

facilities, labor transportation, availability of raw material. The New Englander has always been able to shift his base when necessary. He was the greatest boat builder in the world. The adjustment of war difficulties with England ruined his business; he built up an altogether new one to engage in a brand new foreign trade. Our forefathers came to Massachusetts Bay to be landed farmers, and found a soil and climate unsuited to their agriculture. Undismayed they turned to lumbering, shipbuilding and shipping. As noted when the creation of ships and shipping failed to pay, manufacturing was used to take its place. Repression by the mother country only increased the totals of production. Now when competition threatens certain phases of its manufacturing, the New Englander is giving his attention to diversity of production, and to quality rather than to quantity. Witness how rapidly factories were adapted to novel productions during the late war. He is not "muddling through;" he is going at it intelligently with the same shrewdness and patient persistence that has always characterized his efforts. The story of the industries of Middlesex County of the present may not be the most cheerful but it is a tale of optimism and courage in a time of depression and flux. Just as the transportation systems of the land have progressed from the stage coach to the motor car and truck, from the slow-moving canal boat through the horse car trolley system to the speed type of electric railroad; just as the agriculture has seen its "abandoned farm" stage and has come through (the advance made by agriculture in the last few decades is little known or appreciated) so the wise men at the head of the mechanical industries of the county and State are depending upon a return to prosperity and eminence by the manufactures of Massachusetts. After three centuries the region is only partially developed. Great as has been the past, it is as naught compared with the future. As an anonymous writer has said: "For industries that require an abundance of cheap power, skilled craftsmen, cheap transportation to the world's markets, and a short haul to the great centers of population in America, New England is indeed a land of promise."

The textile industry ranks next after iron and steel as a national industry. In Middlesex County it ranks first historically since it was the earliest of the many industries of the county to be exploited on a large scale. For the greater part of a century it has been, if one includes the subsidiary interests, the largest industry in Middlesex. Because of it the largest city in the county until recently came into being and grew like "Jack's bean stalk." Judge Josiah Abbott, in an oration delivered at the fiftieth anniversary of Lowell, said: "Lowell marks the beginning of an epoch in the history, not only of New England, but of the whole country. With the foundations of Lowell were laid the foun-



dations of the manufacturing industry of the whole country." The city mentioned is the oldest of the manufacturing cities in this country, and is "immensely rich in material with which to illustrate the course of industrialism in America."

However interesting it may be to recall the progress of industries in New England, one cannot get away from the fact that nearly two centuries elapsed before there was any systematic and factory production of textiles. Up to the Revolution there was only the primitive household manufacturing of homespun, and until 1783 there was not a single textile mill in the new world. Note has been made of the first so-called woolen mills in Byfield and Watertown in 1788, but alongside of it was the mention of the fact that in the United States there were only three very small and unsuccessful woolen shops by 1800. Samuel Lawrence insists that "Not a yard of fancy wool fabric had ever been woven by any power loom in any country, till done by William Crompton at the Middlesex Mills, Lowell, in 1840."

The pioneers had been able to clothe themselves, and many improvements had been made in the hand and small power methods of weaving, but for nearly two hundred years the colonists had to be content with a rather clumsy fabric. A mill in Dracut, dating from just prior to the nineteenth century, was as up-to-date as any, yet all that it did was to full dye and dress home-woven cloth. As Arthur Gilman puts it: "For men's wear the cloth was fullled up thick, then napped with teasels, sheared and pressed." The owner of this mill, Hale, carded by machinery; he introduced in 1801 the first "picker" and carding machine in Middlesex County. Hale also adopted or invented many other labor-saving devices, being a pioneer in several branches of the woolen industry. The knives used for shearing were set at an angle and were moved horizontally by a crank. He adopted twisted blade shears. He devised a short mechanical method of cutting up the dye wood used in his process. Hale's gig for napping cloth was a cylinder set with teasels. In other words, he was a thoroughly modern woolen mill man in his day, but after all the principal thing that was done at his mill was to help the hand workers to get their wool in shape for weaving, and improve a bit on the cloth that the home-bodies wove. "The farmer brought his wool in a sheet; it was carded, and the rolls carefully put back into the sheet, pinned in place by thorns, sent back to the owner."

With cotton the story was very much the same. England started much ahead of the Americans and did everything possible to prevent the new world from learning its methods and compete with English manufacturers. Sir Richard Arkwright, in 1769, made such a radical improvement in the methods of weaving that he started the downfall of the hand loom. Writing in his application for a patent he says in

part that he "had, by great study and long application, invented a piece of machinery never before found out, practiced or used, for the making of the weft of yarn from cotton flax and wool, which should be of great utility to a great many manufacturers as well as to His Majesty's subjects in general, by employing a great number of poor people in working the said machinery much superior to any heretofore manufactured or made." He simply multiplied the spindle of the hand-worker, and in doing so made a machine that was altogether too large to ever fit into the home.

Arkwright's water frame meant factories; the improvements made on it increased the necessity of factory production of cottons and other fabrics. Samuel Crompton's "mule-jenny," 1779, a combination of Hargreave's and Arkwright's water frame, was even more cumbersome. The first power loom was that of 1785 made by Edmund Cartwright, and in the same year, the steam-engine was harnessed to the cotton industry. Slater, with his memory and mathematical ability, was able in 1789 to give Rhode Island its start in the making of textiles on a factory scale. The first American yarn mill was opened in this State in 1791. Yet on January 1, 1807, there were only 4,000 spindles in Rhode Island and they only furnished yarn for home weaving. The first American cotton factory at Beverly, 1787, was relatively a failure. That at Waltham, some years later, was very much better equipped.

Because of its importance in laying the foundations of the textile industry in Middlesex and, for that matter, in the United States, a full account of the Waltham experiment and the subsequent introduction of the same machinery and methods in Lowell, is worthy of extended mention. The following, taken from Coburn's "History of Lowell," introduces one to the characters in the dramatic tale of textile making:

**Francis Cabot Lowell**, who studied the conditions of manufacture in England in the years 1810 and 1811, who took the initiative in devising and financing a practical power loom for American use, who interested himself in the social as well as the commercial effects of the factory system, is, by general admission, the originator of the American cotton manufacture. His family name is perpetuated in the city which, as an outcome of his pioneer enterprise at Waltham, grew up on the site of the ancient Indian metropolis of the Merrimack.

The father of the American factory system was the fourth child of Judge John and Sarah Higginson Lowell, of Newburyport, where he was born in 1775. The family, descended from Percival Lowell, is one which has had a long succession of distinguished members from the earliest days of the Massachusetts Bay Colony to the present time. Judge Lowell was a leading man of his community, a member of the



Provincial Assembly of 1776 and of the Constitutional Convention of 1780. Francis Cabot Lowell was graduated from Harvard College in 1793. As a young man he undertook the mercantile business in which he was remarkably successful. His visit to England, made just before the War of 1812, was on account of his health which was already failing. In 1811 he was in Edinburgh, with his family, according to the reminiscences of Nathan Appleton, and thence he wrote to his friends of having become interested in cotton manufacturing and of his determination to visit Manchester before his return to America.

Lowell came back in 1813 at a time when such industries as the United States possessed were flat on account of the war with England. His active mind saw the importance of the economic independence of the country. The practical undertaking upon which he now entered is best described in Nathan Appleton's words: "He and Mr. Patrick T. Jackson came to us one day on the Boston Exchange and stated that they had determined to establish a cotton manufacturing company, that they had purchased a water power in Waltham (Bemis's paper mill), and that they had obtained an act of incorporation, and Mr. Jackson had agreed to give up all other business and take the management of the concern."

The authorized capital of this new manufacture at Waltham was \$400,000 but only \$100,000 was to be raised until the company was assuredly successful. The original promoters themselves subscribed most of the capital. Mr. Appleton took \$5,000.

Lowell, as might be surmised from general knowledge of human nature, did not enter upon this scheme with the unanimous support of his family connections and friends. Henry Lee, in an article in the "Boston Daily Advertiser," in 1830, recalled that "many of his nearest connections used all their influence to dissuade him from the pursuit of what they deemed a visionary and dangerous scheme. They, too, were among those who knew, or thought they knew, the full strength of his mind, the accuracy of his calm calculations, his industry, patience and perseverance, and, withal, his power and influence over others, which was essential to his success; they still thought him mad, and did not recover from that error till they themselves had lost their own senses, of which they evinced symptoms at least, by shortly purchasing into the business of this visionary schemer at thirty, forty, fifty and even sixty percent advance."

Much of the subsequent prosperity of Francis Cabot Lowell's first attempt to introduce modern manufacturing in this country was undoubtedly due to his good fortune in securing the services of a mechanical genius in the person of Paul Moody, whose name is perpetuated in one of the principal streets of Lowell. This inventor was born at

Newbury, May 23, 1779, in the sixth generation from the saddler, William Moody, of Ipswich, England, who settled in 1634 at the Massachusetts Ipswich, and a year later moved into what is now Newbury. Paul Moody was one of seven sons of Captain Paul Moody. His academic education was limited. When sixteen years old he learned the weaver's craft, at which he became expert. He presently went into business with Jacob Perkins, of Amesbury, who had invented a nail-cutting machine. In 1812 he was in the employ of Kendrick and Worthen, manufacturers of carding machinery. Later, with Ezra Worthen, Thomas Boardman and Samuel Wigglesworth, he began to make satinets, a popular mixture of wool and cotton, their firm being incorporated February 16, 1813, as the Amesbury Wool and Cotton Manufacturing Company, capitalized at \$46,000. Finally, in 1814, Mr. Moody went to Waltham to superintend the setting up of the machinery of the new mill planned by Messrs. Lowell and Jackson. Here he found plenty of exercise for his inventive and organizing talent. One of his less known discoveries was that of the economical value of leather belting, afterwards in almost general use in mill drive.

The power loom with which Francis Cabot Lowell hoped to revolutionize American textile manufacture was not the Cartwright loom which was already in operation in Lancashire. It was one on which he himself had worked experimentally in a store on Broad Street, Boston, employing a couple of men to turn a crank and thus furnish the power. By the time the building at Waltham was completed the first loom was ready for installation. "I well recollect," writes Appleton, "the state of admiration and satisfaction with which we sat by the hour, watching the beautiful movements of this new and wonderful machine, destined, as it evidently was, to change the character of all textile industry. This was in the autumn of 1814." Lowell appears from this account to have been a mechanic of no mean order. At Waltham, nevertheless, Paul Moody's services were required to invent an important movement to which the loom owed its complete success.

Other essential innovations for which Moody was responsible during the years he spent at Waltham are described with considerable precision by the Rev. H. A. Miles in his "Lowell As It Is":

He invented the "dead spindle," which was introduced at Waltham and is still used throughout the mills at Lowell. The Rhode Island machinery employed the "live spindle," copied from the English. The product of the former is greater, though it requires more power. About the time of starting their mill at Waltham, Mr. Lowell and Mr. Moody went to Taunton, Massachusetts, to procure a machine for winding the filling upon a bobbin. Just as the former gentlemen were concluding a contract for these machines, Mr. Moody suggested that if they would return to Waltham without them, he thought he could invent a machine to spin the yarn upon the bobbin the same conical form in which the winder put it on,



and thus supersede the necessity of the intervention of that machine. Upon their return he invented what is called the "filling frame," a machine which he at once perfected, and which is still used both at Waltham and at Lowell. Near the same time Mr. Lowell told Mr. Moody that they must have a "governor," to regulate the speed of their wheels. This was an apparatus of which Mr. Moody had never heard, and the only information concerning it which his friends could supply was that, having seen one in England, he remembered there were two iron balls suspended on two rods, connected at one end like a pair of tongs. When the wheels were in too rapid motion these balls were driven apart, and produced a partial closing of the water gate; when on the other hand, their motion was slow, the balls approached each other and effected a greater opening of the gate, by which an increased motion was obtained. This conversation was held in Boston, at Mr. Lowell's house. The gentlemen separated with an understanding that the "governor" should forthwith be ordered from England. Mr. Moody, on his ride to Waltham, could not get those balls out of his mind. They were flying around in his brain the whole of that day and night. The next day he went to the shop and chalked out the plan of some wheels which he ordered made. Not long after this Mr. Lowell was at Waltham, and Mr. Moody inquired if the "governor" had been ordered from England. On learning that it had not, Mr. Moody produced the "governor" which he had made. It was set up in the mill, and that identical one was in successful use until 1832. The "governors" now used in this city are all copied from that. Mr. Moody, with the assistance of Mr. Lowell, was the inventor of the "double speeder." This machine was set in operation at Waltham and was patented. Some time after this the patent right was infringed upon by some mechanics who had worked upon the machine at Waltham, and prosecution ensued. The case was tried before Judge Story and was argued by Mr. Webster. The late Mr. Bowditch, then of Salem, was requested to examine the principles, both of the original and the imitated machines, in order to appear as a witness at the trial. Mr. Bowditch was afterwards heard to say that seldom had his mind been more severely taxed, for the "double speeder" required for its construction the greatest mathematical power of any piece of mechanism with which he had become acquainted. The idea of this machine originated with Mr. Moody, but the mathematical calculations necessary for its construction were made by Mr. Lowell.

The Lowell power loom was not without a competitor almost from the outset. Closely following upon its appearance came the importation of the Horrocks' loom at Pawtucket, Rhode Island, in 1817. The latter was of English devising, on the basis of patents taken out in 1803, 1805, and 1813. Though inferior to the Lowell machine in having a crank instead of a cam to lift the harness, it otherwise was simple and efficient and could be built for about \$70 as opposed to \$300, the cost of the loom controlled by the Boston Manufacturing Company.

The system of company boarding houses and other provisions for the welfare of operatives which Mr. Lowell and his associates introduced at Waltham had few, if any, counterparts in the old world. The germination of this principle of looking out for the human units of production, as well as for the machines, appeared a little later in the initial scheme of the City of Lowell.

One of the chief results of American distresses during the War of 1812 was that shortly after it the Nation committed itself to a policy of subsidizing home industries through protective tariffs. It is interesting to note that Francis Cabot Lowell led the fight for recognition of the protective principle which was due shortly to make possible the upbuilding of the city that now bears his name.

In the winter of 1816 Lowell was in Washington and there, as Edward Everett relates in his memoirs:

In confidential intercourse with some of the leading men of Congress, he fixed their attention on the importance, the prospects and the dangers of the cotton manufacture, and the policy of shielding it from foreign competition by legislative jurisdiction. Constitutional objections at that time were unheard of.... To the planting interest it was demonstrated by Mr. Lowell that by the establishment of the cotton manufacture in the United States the southern planter would greatly increase his market. He would furnish the raw material for all those American fabrics which should take the place of manufactures imported from India or partly made in England from India cotton. He would thus, out of his own produce, be enabled to pay for all the supplies which he required from the North. This simple and conclusive view of the subject prevailed, and determined a portion of the South to throw its weight in favor of a protective tariff. The minimum duty on cotton fabrics, the corner-stone of the system, was proposed by Mr. Lowell, and it is believed to have been an original conception on his part. It was recommended by Mr. Lowndes; it was advocated by Mr. Calhoun, and was incorporated into the law of 1816. To this provision of law, the fruit of the intelligence and influence of Mr. Lowell, New England owes that branch of industry, which has made amends for the diminution of her foreign trade; which has kept her prosperous under the exhausting drain of her population to the West; which had brought a market for his agricultural products to the farmer's door; and which, while it has conferred these blessings on this part of the country, has been productive of good, and nothing but good to every other portion of it. For these public benefits—than which none, not directly connected with the establishment of our liberties, are of a higher order or of a more comprehensive scope—the people of the United States are indebted to Mr. Francis Cabot Lowell....

Francis Cabot Lowell did not live to see the fruition of the enterprises for which his sagacity and persistence were mainly responsible. He died at the early age of forty-one. He had, of course, no direct connection with the community, which later adopted his name at the instance of its benevolent despot, Kirk Boott. It is not known that he ever saw the water powers of the Merrimac and Concord at East Chelmsford.

Of his business acumen, which placed the cotton industry for the first time on a firm basis, his friend, Nathan Appleton, relates:

It is remarkable how few changes, in this respect (of installing machinery and routing processes through the mill) have been made since those established by him in the first mill built in Waltham. It is also remarkable how accurate were his calculations as to the expense at which goods could be made. He used to say



that the only circumstance which made him distrust his calculations was that he could bring them to no other result but one which was too favorable to be credible. His calculations, however, did not lead him so far as to make him imagine that the same goods which were then selling at thirty cents a yard would at any time be sold at six cents, and without a loss to the manufacturer, as has since been done. He died in 1817, beloved and respected by all who knew him. He is entitled to the credit of having introduced the new system in the cotton manufacture under which it has grown up so rapidly; for, although Messrs. Jackson and Moody were men of unsurpassed energy and talent in their way, it was Mr. Lowell who was the informing soul which gave direction and form to the whole proceeding.

It may seem that a disproportionate amount of space has been given to the recording of this tale of Lowell and the beginnings of the textile industry. It is not to be overlooked, however, that the making of textiles rank only below the manufacture of iron and steel as the leader in national industries, and that Lowell was the first American city, not only to develop this industry, but was itself created by and for the weaving of textiles. "In New England," says a brochure of the Old Colony Trust Company, "it absorbs more capital and employs more labor than any other. New England textile production equals that of all other sections, exclusive of manufactures of flax, hemp and jute. Capital investment exceeds a billion and a quarter dollars. Its annual wage payments are approximately a hundred and forty-one millions."

Somewhat of the history of the Lowell industries of other lines is given in the story of the city to be found in another chapter of this work, and need not be repeated. It is no longer a one or two industry place, diversity of product characterizes it now as it does the other factory cities of the county. The variety of articles now made is remarkable for number. A list follows, not that it will be read, but as an indication of the trend of the Lowell manufactures:

Acids, advertising novelties, ale, aprons, ammunition, ammunition hoists, army uniform cloth, artistic needle work, artificial limbs, asbestos machinery, automobile top duck, automobile accessories, automobile parts, awnings, automobile wind shields, automobile horns, artificial flowers, ash sieves, artillery primers, army and navy blankets, artists' materials.

Babbitt metal, badges, bakery products, bags, baking powder, barrels, batistes, beer, belting, biscuits, blank books, blinds, boats, bobbins, blankets (woolen and cotton), box calf, bleached goods, burlap, bath robes, bluing.

Cabinets, cakes, calendars, candy, canned goods, car plush, carbonated drinks, card clothing, carpets, carriages, cartridges, cash carriers, caskets, casket linings, castings, catalogs, celluloid novelties, cement blocks, cambric, chambray, chemicals, Chic underwear, chinchillas, church furniture, cider, cigars, cigarettes, clamps, cloth boards, cloth-

ing, cloth, coats, coffins, coke, cologne, combs, converting goods, copper stamps, cords, corduroys, corsets, cots, cotton blankets, cotton felt, cotton flannels, cotton machinery, couches, coupon books, crackers, crashes, crating, crayons, crepe, cupolas, cut stone, card grinders, cop tubes, copper boilers, corner bead, counter scales, cutlery, copper coils, electric coils, cash carriers, chairs, carburetors, curtains, cashiers' change makers.

Denims, dimities, doors, door plates, dress goods, drills, drugs, duck, dyetubs, dyers' drugs, dynamos, dry goods, dyewood drugs, dolls, duck tapes, duckling fleece.

Elastic fabric, elastic webbing, electric batteries, electric motors, electric signs, electric wire, electrical supplies, electrotypes, engines, extracts, engravings, essences, engine oil guards, electric elevators, electric horns.

Fancy dress goods, fertilizers, fibre rugs, files, fire escapes, flags, flannelettes, flannels, fluid extract, folding boxes, French flannels, furniture plush, furniture polish, filing boxes, flooring (waterproof), felt, fuses, fancy leathers, flavoring extracts.

Garments, gas, gasoline engines, gasoline tanks, gears, genapped yarns, ginger ale, gingham, gloves, glue, grillwork, gowns, granite monuments, grist-mill products, graphophone needles, gutters (metal), gravity conveyors, gabardines.

Hair tonics, hand screws, hardware, harness, hat frames, horse collars, hosiery, hosiery yarns, household supplies, heddles, hides, honey.

Ice, ice cream, ink, insulated wire, insulators, interior finish, iron castings, ironwork.

Jewelry, jute machinery, jackspoolers, jelly.

Karbolith flooring, khaki cloth, knit goods, kyanized wood, kitchen ware.

Labels, lathes, lawn, leather, legal blanks, lithographs, looms, loom attachments, loom harnesses, loom straps, looseleaf systems, lumber, liquor, laundry soap, ladders, linen goods.

Machinery, machine knives, machine tools, machine attachments, machine brushes, machinists' tools, machine models, mattresses, medals, medicines, mercerized goods, metal letters, metal polish, mill baskets, mill supplies, millinery, mineral waters, mohair plush, mohair yarns, monuments, mops, molding, music cabinets, mailing tubes, men's clothing, magnetos, medicated soap.

Narrow fabrics, novelties, nursery stock, neckties.

Office supplies, office furniture, oil tanks, optical goods, organdies, ornamental ironwork, overall cloth, olive drab uniform cloth.

Paint, paint boxes, paper napkins, paper specialties, paper tubes, paste, perfumes, paper boxes, phonograph needles, phonographic supplies, photographs, pianos, piano tools, piano wire, piano strings, pickles, pies,



pills, peanut butter, preserves, plush, polish, polishing wheels, postal cards, poultry supplies, power transmission machinery, presses, printers' supplies, printing, proprietary medicines, pulleys, pumps, patterns, photo engravings, picker pins, platform scales, plaster boards, potato chips, pins, paper bales, pneumatic tube systems, Panama cloth, percales, poplins.

Ramie machinery, reeds, ribbons, rings, roll covers, roofings, rope, rubber specialties, rubber stamps, rugs, ribbon blocks, rubber belting.

Safety tread, sail cloth, salve, sarsaparilla, sashes, sateens, satins, sausages, scales, school supplies, screens, screws, scrim, seamless bags, sewing silk, sheetings, shipping packages, shirts, shirtings, shoe manufacturers' blocks, show cases, shuttles, signs, skewers, silk machinery, silk ribbon, silver polish, sinks, sleighs, slippers, soap, solid rubber covered wire, souvenirs, spools, starch, stationery, steel rolls, stencils, stockings, store fixtures, suspender webbing, suspenders, shafting, sheet metal work, shoe duck, shoe findings, shoe arches, shoe trimmings, show scenery, slasher combs, society emblems, spectacles, spring balance scales, skylights, split rim pulleys, sieves, shrapnel parts, safety ladders, spark plugs, steamer rugs, seersucker, serges, shoe buckles.

Tables, tallow, tanks, tape drive twister, tents, thibets, thread, ticks, tinsel cords, tinware, tire fabrics, toilet preparations, tools, tooth powder, tooth washes, trucks, trunks, tubes, twills, twine, tank towers, telephone cords, trusses, textile tapes, timing devices, toweling, Turkish towels, table felt.

Underwear (men's and women's), umbrellas, upholsterings.

Vases, vats, velveteens, velvets, vices, vulcanizing machinery, ventilators, vending machines, voiles.

Wagons, waste machinery, water motors, weather strips, white metal castings, wings, wire cloth, wire goods, windows, wood carving, wood rim pulleys, wood tanks, wood blocks, wood-working machinery, wooden ware, woolen goods, woolen yarns, wrappers, webbing, warpers, windmills, window frames, window weights, wire hat frames, wire knives, wire nettings, wood mantels, woven neckwear, women's clothing, women's hosiery.

Yarns, yeast.

The Massachusetts Cotton Mills, Inc., founded in 1839, has a Lowell plant covering thirty-five acres, with 161,000 spindles and 4,465 looms, employing about 2,400 hands. Paul A. Read is agent and Russell H. Leonard, of Boston, treasurer. The organization is one of five mills operating in a combine, operating over 600,000 spindles, the others being: the Pepperell Manufacturing Company, of Biddeford, Maine; the Pepperell Manufacturing Company, of Opelika, Alabama; the Massachusetts

Cotton Mills, Inc., of Lindale, Georgia; and the Lewiston Bleachery and Dye Works, of Lewiston, Maine.

The following is a table taken from statistics collected in the census of 1920.

	Number of Estab- lishments	Number of Em- ployees	Total Yearly Wages Paid	Value of Annual Production
Lowell, Mass. ....	253	27,162	28,255,700	100,998,057
Beverages .....	6	16	18,556	104,667
Boots and shoes, other than rubber .....	7	922	952,049	3,734,159
Boxes, wooden packing, except cigar boxes .....	5	230	247,679	1,038,189
Bread and other bakery products .....	55	243	301,863	1,705,432
Copper, tin, and sheet-iron work, in- cluding galvanized-iron work, not elsewhere classified .....	6	52	83,231	235,729
Cotton goods .....	8	11,683	11,464,050	38,970,491
Dyeing and finishing textiles .....	7	1,097	1,326,370	8,460,218
Foundry and machine shop products, not elsewhere classified, and textile machinery .....	22	3,228	4,125,320	8,073,816
Knit goods .....	5	3,371	2,797,979	7,859,532
Lumber, planing-mill products, not made in planing mills connected with sawmills .....	5	94	140,299	404,185
Mattresses and bed springs, not else- where classified .....	4	25	22,522	165,374
Printing and publishing .....	17	438	644,582	2,912,645
Woolen and worsted goods .....	14	2,303	2,427,355	11,196,390
All other industries .....	92	3,460	3,703,845	16,137,230

**Footwear**—Second in value to the making of textiles is the footwear industry. New England produces about half of all the shoes made in America. In 1920, there were about “a thousand tanneries, shoe factories and plants making lasts and other collateral products doing a business of four hundred million dollars. A hundred leading communities in New England share in this industry” of which Marlborough is by no means the least important. In the above no accounting is taken of the great part rubber has now in the manufacture of footwear.

The Pilgrims recognized how needful it was to have well made foot-gear and brought with them in 1628 a shoemaker and a tanner. Some of the first facts recorded concerning the early settlements had to do with their success in getting hides and having competent men to shape them into boots. In 1646 the bootmakers of Boston, with the pride of their class, formed an association for the better making of boots.



Swampscott had the first tannery, then Lynn, and not so far behind came Woburn in our county. Shoemaking started as a hand industry and continued so in this country for two centuries, despite the "Joining themselves into one large company" by the shoemakers of 1646. The factory system did not start until long after the forming of the United States, and the hundred and one machines that are now required in the making of one shoe, are nearly all inventions of the last hundred years.

**Marlborough**, the fourth city in New England as regards the making of shoes, and the largest producer of footwear among the cities of the Nation in proportion to its population, has ten years to go before it will round out a full century as a "shoe town." Never with a population of much more than 15,000, Marlborough at the height of its manufacturing made shoes to the value of \$10,000,000 annually. Beginning just one step beyond the home shop scheme in 1836, by 1860 it was turning out annually more than a million dollars worth of footgear. Thirty years later, the total amounted to a little less than seven million. The story of the rise of the industry, although unpicturesque, is worthy of the retelling since it is typical of the growth of the shoe industry in other parts of the county.

At the present time (1925) the principal firms engaged in the making of footwear at Marlborough are:

The John A. Frye Shoe Company, which specializes in the manufacture of heavy work shoes. Walter P. Frye is the president and treasurer of the company which is capitalized at \$750,000, and employs from four to five hundred. The B. A. Corbin & Son Shoe Company, capitalized at \$650,000; president, Henry G. Powning; number employed in normal times, 1,500. The Franklin Shoe Company of which J. H. Patterson, Jr., is president, and the Deitch Brothers Shoe Company, Hyman Deitch, president, both of which are capitalized at \$50,000 and specialize in the making of women's shoes. The R. F. Felix & Company, of which Mr. R. F. Felix is the proprietor, employs about forty-five in the manufacture of moccasins. These are the present largest shoe factories, but with them should be placed the allied industry of box making which is handled by the Corbin-Frye Box Company. Robert P. Frye directs the work of the company which employs thirty. The other principal industries in the town are: the Howe Lumber Company, Frederick A. Blanchard, president, which uses 70; the Dennison Manufacturing Company, a branch of the well-known makers of paper specialties, whose main plant is in Framingham; and the Fiske Printing Company, W. E. Fiske, president, a large modern concern.

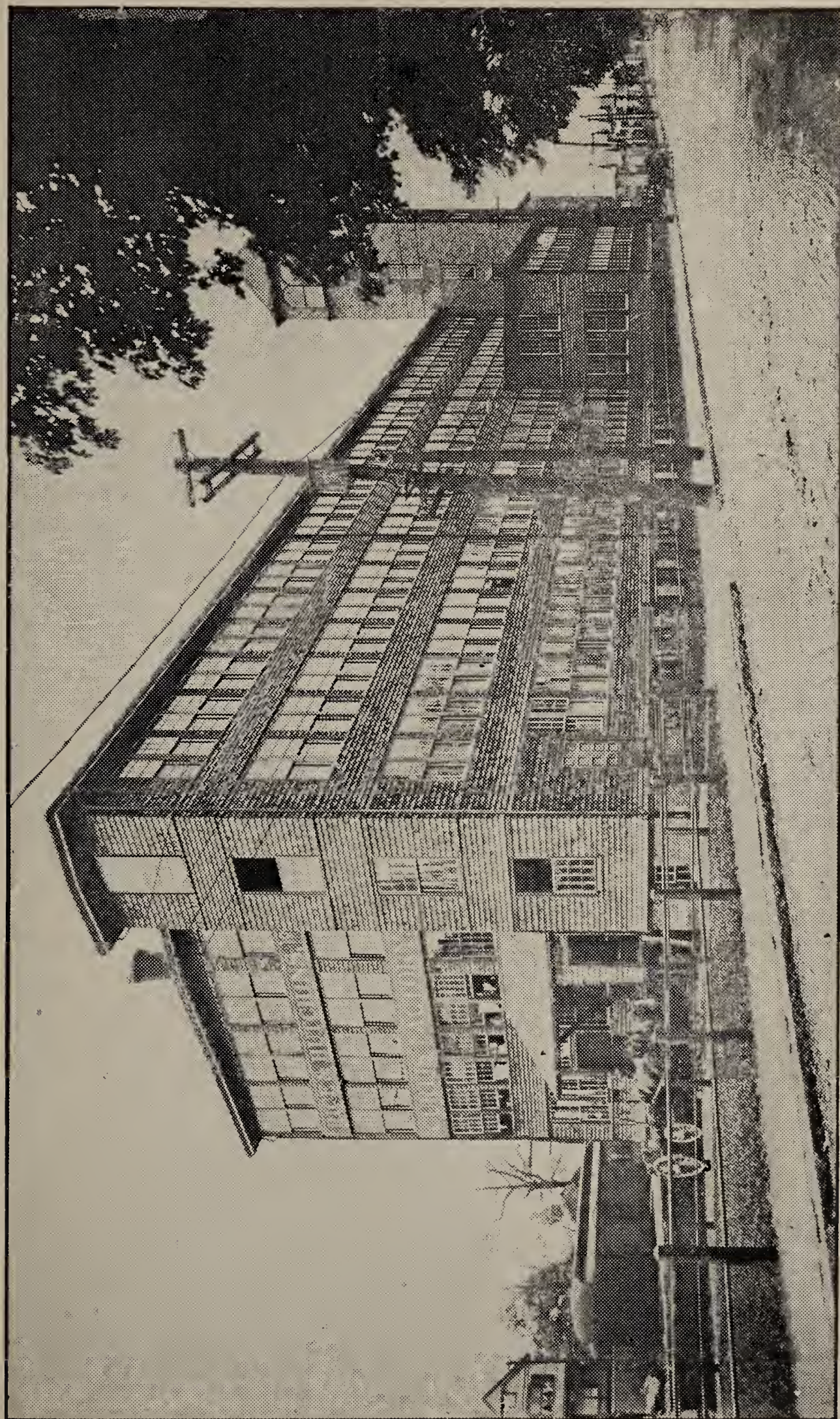
Very few of the old names are still connected with the shoe industry, with the exception of the John A. Frye Company. The Boyd family

was the most prominent among the pioneers. Joseph Boyd, after learning his trade with Col. Ephriam Howe, in 1835 established a small shop or miniature factory in the back of his father's house on Maple and Bridge streets. His brother Samuel joined him the next year, he having learned the tanners' trade in Northboro with Colonel Davis. The business seems to have met with success from the start, and a series of changes and building was required for the growing business. They bought a shop in 1837 on Main Street; built a brick plant eleven years later, used as a bottoming shop. Joseph went to St. Louis in 1839; returned in 1845; formed one of the new firm of S. & J. Boyd & Corey; soon after became one of the firm of J. Boyd and Bingham; built a new shop in 1864, doing quite a business in the making of shoes for the army during the Civil War. In 1872 a partnership concern of J. Boyd, William Woodward and W. A. Alley was formed which continued until 1879.

Meanwhile Samuel Boyd, after various associations with his brother, in 1841 had taken another brother, John M., as a partner, built the brick shop mentioned, and in 1849 took Thomas Corey as a fourth member of the concern. In 1855 the shop that is now the Central House was built, and the firm under the names, Boyd & Corey; S. Boyd; R. Boyd & Witherbee; R. Boyd & Company did business until 1870, when R. M. Pomeroy & Company joined forces, and built a large factory on Howe street. Death and withdrawal of members of the firm continued through the years until Samuel Boyd was again the principal member, who brought a period of more than a half century of continuous manufacturing to an end in 1883, when the Boyd and Corey Boot and Shoe Manufacturing Company was formed.

This record, taken from the article by Edward Alley in Hurd's "History," has been repeated at length because not only does it give the beginning of the shoe industry in Marlborough, but shows the constant flux in the early shoe-manufacturing. Samuel Boyd was an interesting character, one typically New England. He had spent the Biblical seven years in the tannery of Joseph Davis of Northboro, but returned to the strictly agricultural town of Marlborough to engage in manufacturing. There was not a single plant of any sort in the place except those which grew in the ground. He was laughed at for trying to start a business in a farming community. He persisted in the face of ridicule, and at the end of half a century he could look around him and see a industrial settlement which owed its inception to him. He is often referred to as the "Father of Marlborough." He was the first to put into operation team work in shoemaking, the beginning of the modern specialized way of making a shoe. He was the first to have the courage to put up a really large factory, the one built in 1871 covered more than an acre and a half, and was popularly supposed to be the largest of its kind under





CURTIS SHOE FACTORY OF THE RICE & HUTCHINS SHOE COMPANY, MARLBOROUGH







one roof in the United States. He was a benefactor of his chosen city in other ways. More than any other one man he was responsible for the extension of the railroad into Marlborough; aided in the development of the electric road; brought about some of the pleasantest of the developments for settlement, notably Chestnut Hill, and the Witherbee residential section. In 1875 he offered the city fifteen acres for a public park.

The Boyds had competition in the shoe business, or perhaps companions would be the better word, almost from the beginning. L. & L. Bigelow and Company started in 1836; John Winslow Stevens in 1838; William Dadum followed the Bigelows in 1840, taking over their machinery; and in 1842 Samuel Chipman with his brother opened up on East Main Street. Freeman Morse manufactured shoes in 1846, taking his brother George H. in as a partner ten years later, continuing to make shoes for more than a half century. Another of the long continuing older firms was the Chase, Merritt & Company, which was started by Sidney Fay in 1849. In 1851 Charles G. Whitney organized the business that, after a number of changed partnerships, as Whitney, Felton and Chipman, was sold in 1867 to Rice and Hutchins. The factory was burned in 1878, but immediately rebuilt and became the home of one of the largest of the industries of the city.

Charles D. Bigelow dates from 1842, building the largest shop in the village in 1847, and is credited with being the first to employ French Canadians in Marlborough. His place was burned however, in 1852, and Mr. Bigelow went to New York.

John H. Boyd should not be overlooked because of his brother with whom he worked in 1841. He invented in 1842 the shoe die which had much to do with the advantage Marlborough gained over many shoe towns in the early stages of the business. "In 1853 he built the Marlborough Block, manufactured in it until 1857, building up a business that amounted to \$500,000 in three years."

The Howe name is another connected with early shoe history; not all were of the same family, however. S. Herbert Howe and his brother Lewis A., both born about the time that shoemaking was started in Marlborough, began business on Pleasant Street, but changed their location a number of times, as well as separating and forming other affiliations. Charles M. Howe had a factory about 1853, and later joined C. G. Whitney in the business. Frank A. Howe began the manufacture of shoes in 1858, continued until 1862, his original factory being bought by S. H. Howe and becoming known as Diamond "F" shop. Abel Howe started in 1858 on Main Street with H. O. Russell, moving to High Street later.

John A. Frye, a native of Marlborough, born in 1839, spent his early

working years in the factories of Hapgood and Russell, S. H. Howe, in each of which places he stayed a year. After four more years with S. G. Fay he formed a partnership with John W. Stevens in a concern located on Pleasant Street. Here he remained until 1865, traded shops with L. A. Howe, enlarging the latter plant a number of times to care for his increasing business. He was one of the first, 1876, of the manufacturers to change from the commission form of selling his goods to placing them directly in the hands of a jobber. The factory begun by Mr. Frye is now the second in size of output in the city, but has the largest capitalization. From the making of all types of shoes the company has gone through various forms of specializing, at the end of the last century giving its attention to children's shoes. The emphasis, now, is on heavy working shoes. At the time of this writing, 1925, Walter P. Frye, a son, is the president and treasurer of the company.

Waltham is known as the "Watch City" because of the location there for more than three quarters of a century of the Waltham Watch Company. There is no question that watch and clock making with its many allied industries is the key industry of the city, but it is seldom realized how many other and strong manufacturing concerns make Waltham their home. According to figures of 1924, Waltham had nearly a hundred manufacturing plants, 96 to be exact, and these were turning out products annually to the amount of \$14,845,277. The number employed by these industries was 6,167, only about half being at work in the various watch plants. One interesting fact brought out by the figures of the year mentioned is, that of the \$14,845,000 received for the articles produced, more than half was paid out for wages. In other words, the materials used cost \$5,196,790 and the wages paid \$6,540,357, a condition not found in any other city in the county, and seldom found anywhere. Only in a place where the skill of the workmen ranks very high, and their pay amounts well above the wages of skilled artisans, is such a condition possible.

Waltham started as a paper town, the Boies, and other paper mills dating from prior to the end of the eighteenth century. Governor Gore built one of these mills, which in 1810 was secured by the Waltham Cotton and Woolen Company. This latter company had nearly 2,000 spindles in its cotton department in 1815, and in the woolen section, 380 spindles, 4 jennies and 2 jacks; fourteen looms being in operation. Most of the weaving was done outside of the factory as was usual at that time. This concern founded the textile industry in Waltham, antedating by a few years the more noted and improved Boston Manufacturing Company, started by Francis Lowell and Patrick I. Jackson in 1813. This when the two had been joined by Nathan Appleton and others,



capitalized for \$400,000. On the books of this company is recorded the item, under the date, February 2, 1816, of 1,242 yards 4-4, or thirty-six inch wide cotton, undoubtedly the date of the first manufactured cotton in America where all the operations were carried on under one roof. It was the success of this mill that led to the founding of Lowell, an account of which, and of the Waltham mill, has already been given earlier in this chapter.

The Boston Company made of the little farming village an industrial center; cotton became king. The original mill (Waltham Cotton and Woolen Company) was purchased by the new, torn down, and a bleachery erected. This was intended for use by the company, bleaching, dyeing and finishing, but it eventually acquired a business that extended all over New England, and even from other sections of America. The Waltham Bleachery and Dye works, still continues in business being one of the largest concerns in the city with a capacity of 25 tons a day and employing from 250 to 300 hands.

The Boston Manufacturing Company made an extremely rapid growth, new mills were built and added, steam power was used when the water supply failed to be sufficient. The first wide sheetings made in America were turned out by this mill in 1852. Changes have been made from time to time in the textile made (at first an imitation of India cloths were tried). Hosiery, underwear, as well as all kinds of the better cotton textiles have been made in these mills. The present specialties are ginghams and chambrays. The company was (1924) capitalized at \$2,100,000, and was directed by Robert Armory as president.

Waltham is a pioneer in the making of grinding wheels, and with Worcester is said to lead the world in the making of abrasives. The Waltham Grinding Wheel Company, F. C. Tibbetts president, employs more than a hundred; the Superior Corundum Wheel Company, half as many; these being two of the larger concerns. Not only are the regular vitrous and silicate processed wheels made, but one based on a newer invention that is flexible and valuable wherever finer buffing and polishing is done. The industry dates back to 1880 when Henry Richardson began to experiment in the manufacture of emery wheel adapted to watch part grinding.

In 1844 R. P. Davis started an iron foundry near the railroad, which in 1860 came into the hands of Frederick J. Davis who was joined about this time by John R. Farnum, under the firm of Davis and Farnum. The business increased so rapidly that they were compelled to move and erect larger buildings. The company still under the original name is now engaged in the making of hoisting machinery and high-test valve and machine tool castings. It employs about 200; Dr. E. H. Smith was the president in 1925.

The Waltham Machine Works design and make much of the machinery used in watch making. The Waltham Foundry specializes in grey iron castings. The Waltham Screw Company employs a hundred hands manufacturing special machine screws. The Stark Tool Company is a maker of bench lathes. The Judson L. Thompson Manufacturing Company, employing five hundred, makes all kinds of rivets with the machinery to set them.

The list might be multiplied. There is a button concern making pearl buttons, Charles M. Howell, which employs 250. The New England Mica Company, capitalized at \$300,000, uses more than a hundred in the making of mica products. One hardly expects the manufacturing of a pencil sharpener to rise to the height of an important business, yet the Boston Pencil Pointer Company needs 75 to get out its products. There are a number of knitting mills. Precision machinery engages the capital and workers in several firms. The B. G. Ames Company is well known wherever a dial micrometer gage is used; the Wade Precision Tool Company is almost as well known.

The number of factories engaged in some industry allied with watchmaking is very large, particularly those making machinery needed in the making of parts. There are nearly thirty establishments of good size busy in these lines. Just one gives employment under average conditions to 350 workers, the Keystone Watch-case Company, a subsidiary of the Howard Watch Company, whose offices are in Philadelphia. Watchmaking and the allied industries probably lead in the amounts paid to its workers, textiles and the production of cotton and wool goods give employment to the larger number; but the totals in both probably go to the remaining industries which are not included under the heads of watches and textiles.

The Waltham Watch Company, one of the great watchmaking concerns in the world, has been the greatest factor in making the name Waltham known to the world in general. This noted enterprise developed from the Yankee idea of Aaron L. Dennison who believed that watch parts could be made by machinery, not only producing a better watch but a much cheaper one. Dennison was a native of Maine, born at Freeport in 1812, who became at an early date an apprentice in watchmaking. All kinds of timepieces passed through his hands, and he soon arrived at the conclusion that if fewer sizes were made, and parts more nearly alike put into them, watches would not only be easier to repair, but easier and less expensively constructed. Happening to visit the United States Armory at Springfield, he saw there muskets being made from interchangeable parts, and resolved to try out the scheme in the making of watches.

Later, after study and work, convinced that machine-made time-



pieces were practical, he tried to interest capital in the trying out of his ideas on a commercial scale. He had little success until meeting Edward Howard, he found a receptive mind, ready to join him in pushing the idea. Mr. Howard was at that time a partner of D. P. Davis in the manufacture of clocks and scales; he was also interested in the construction of fire engines, and planning to go into the building of locomotives. From locomotives to pocket timepieces is quite a jump, but Mr. Howard made it and the two men set out in search of a capitalist. Samuel Curtis proved to be this man, he agreeing to put \$20,000 into the enterprise.

Before settling down to actual manufacture, Dennison went abroad to learn all he could of foreign methods. Meanwhile work was begun on a factory, October, 1850, in Roxbury, with the money provided by Mr. Howard. Also, work was begun on the designing of an improved model watch which was to be the base of the interchangeable part manufacture. This was done in the Howard plant by Oliver and David Marsh together with Charles S. Moseley. Nelson P. Stratton was also induced to join the group as well as a number of other experienced watchmakers.

Within a year the model watch was built, one very like the 18-size of today, but radically different in that it was designed to run a full week. This latter idea was soon dropped as impractical. The original name of the company was the "American Horologe," a name hardly usable as a trade name for a timepiece. Before any watches were made, the name was changed to Warren, probably because Joseph Warren, the patriot, had been born not far from the Roxbury factory. The first hundred movements bore this name, they being marketed in 1853, the next several hundred being called Samuel Curtis, and the name of the concern changed to the Boston Watch Company.

The Roxbury location was unsatisfactory, and in the search for a better site for an enlarged factory, the south bank of the Charles River three quarters of a mile from Waltham was chosen. However interesting, we will not go into the various changes and trials of the company, or tell of the many crises when it was but one step from extinction. The new watch was not popular, people were prejudiced against its method of construction. The early years were hard ones, but ones in which was learned the method of making a good watch at low cost.

The company was reorganized and the capital increased, in 1860. The name had been changed to the Waltham Watch Company a year before. And then came the Civil War with its upsetting conditions. But, not as was expected, there developed a sudden demand for watches for the soldiers, and from this time dates the assured success of the company. The demand was for quantity, prices were high, the profits

large. In 1862 the company bought out the Nashua Watch Company, and the plant enlarged. As put by one writer: "The period of extensive building marks an epoch in the history of the enterprise that may be designated the fourth stage. While the business was at Roxbury, it may be said to have been in the ideal stage. After the removal to Waltham, up to the year 1857, came the period of experiment and failure. Following that and lasting until 1861 came a period of suspense, succeeded by a period of achievement and firm establishment. The fifth stage, commencing about 1866 and continuing since, has been one of enlargement."

Buildings were built and improved, including houses for employees. Improved methods of production were worked out. The first million watch movements had been completed early in 1879; the second, January 1883; the third, four years later; the fourth in 1891. Clocks and speedometers have been added to the products in recent years. The present company is capitalized at \$12,000,000, and the employees number, normally, 4,000. F. C. Dumaine is president and treasurer.

**Watertown**, mentioned in the early part of this chapter as the seat of the first mill, removed in 1632 because it would not grind except with a "westerly wind," is both the oldest town in the county and the one in which the larger part of its main industries have come down to the present from an older period; exception, of course, being made to the modern largest, the Hood Rubber Company. It so happens that Watertown has but few manufacturing plants, 26 in 1924, and yet the annual value of its productions rank fifth among the towns of Middlesex, \$37,661,096; third in the total amount of wages paid, \$6,885,758; and third in the numbers employed with 7,063.

The principal woolen concern in Watertown, the Aetna Mills, has an interesting history. It is located on the site of the Bemis mill erected in 1778, a grist-mill run by David Bemis. About 1796 his sons Seth and Luke inherited it, the former soon buying out Luke. In 1803 cotton warp, crudely made but highly appreciated by the farmers' wives for use in their home-spinning of fabrics, was the main product. Seth Bemis seems to have been an inventive genius, and made or anticipated many of the novel improvements in mechanical lines. He wove the first cotton duck ever manufactured, this in response to the demand brought about by the embargo of 1807, which prevented this country getting a sufficient amount of the coarse linen that was used at that time for sails. In 1803 he had begun the spinning of cotton by machinery. In 1812-13, he made gas from coal and used it in his mill, the first recorded use of illuminating gas in America. In 1822, he built a "rolling dam" on the Charles, possibly the first, certainly one of the very few ever to be constructed. In 1827, the Bemis Manufacturing Company was formed, Seth



and his brother Luke being the main stockholders, Seth continuing in charge of the cotton mill until his death in 1849.

The mill, rather mills, came into the possession of the Aetna Company in 1862. Mr. Bemis had carried on a number of different operations in his mills, which now were used by the new company for the weaving of woolen fabrics. It is along the same line that the Aetna Mills have continued. The capitalization of the early company was large, for the day, but was soon increased to \$500,000, making it one of the most moneyed concerns outside of Lowell and Cambridge. The present capitalization is \$1,390,000; the principal production, men's worsted suitings, the wage list about 600.

The water power long since had become insufficient, the number or size of the mills enlarged, and under ordinary circumstances, the Aetna Mills plant is a hive of industry. The present president is E. T. Atkins, secretary, C. N. Chase; Treasurer O. G. Wood.

Just three decades ago, on a hot August morning, Frederic C. Hood, then a young man in his early thirties, turned the first shovelful of earth for a single factory building, where, today, there stand on 96 acres of owned or controlled land, 38 structures containing approximately 2,000,000 square feet of floor space, in which are housed 10,000 contented employees, who in 1925 produced rubber goods which sold for almost \$39,000,000. In the beginning there were six stockholders; today there are 4,600.

It was on July 27, 1896, that it was definitely decided to locate the plant of the Hood Rubber Company at Watertown, and on that day ground was broken for the side track over which the first brick were hauled on the following fourth of August. The initial structure was completed on November 3, 1896—the day William McKinley was elected President of the United States,—but it was not until the 17th of that month that a small group of workmen gathered to try out the new equipment, and to produce on that day twelve pairs of rubber shoes. The next day they manufactured 216 pairs, and in December the output grew to 3,000 pairs per day. From that time to the present it has been a continuing growth until the company commands a market for its products that stretches across the entire continent, and to all civilized lands on the face of the globe. Its rubber footwear, vulcanized canvas footwear, automobile tires and tubes, hard rubber products, rubber heels, and mechanical goods are internationally known. From that eventful first day certain fixed principles enunciated by its founder have been consistently and rigidly adhered to in every article marketed by him. Frederic C. Hood realized that the only stable foundation upon which to build success was to manufacture quality merchandise and to create and maintain operating conditions that would not only make distributors

desirous of handling the merchandise but that would produce happiness and contentment among the employees as well.

To that end he not only revolutionized methods as the corporation expanded, but he introduced, one after another, certain industrial relations plans which have placed him in the forefront as among the far-seeing industrialists of the nation.

The energy, perseverance, initiative and general activities of the Hood Rubber Company since its inception are due in a great measure to the fact that its development lay in the hands of a young man whose enthusiasm was not to be thwarted. Mr. Hood early recognized the fact that young men must continually be sought out, secured, trained and advised to the end that there may be continuity in policies and that their activities may be developed into a constructive force in building on the experience gained by the older members of the organization.

The rapid growth of the distribution of the company's products has been brought about in part by a change in the methods heretofore found in the general footwear field.

The Hood organization today has largely supplemented plans of distribution with their own factory-owned and controlled branches—this in the interest of a more sincere desire to render a quicker and better service to the dealer who handles the products.

Scores of branch sales headquarters for the distribution of Hood Tires, or Hood Footwear, or both, have been established and are managed by a group of men trained better by years of service in the plant. These men have played a substantial role in giving the company its present dominating position in the field of distribution.

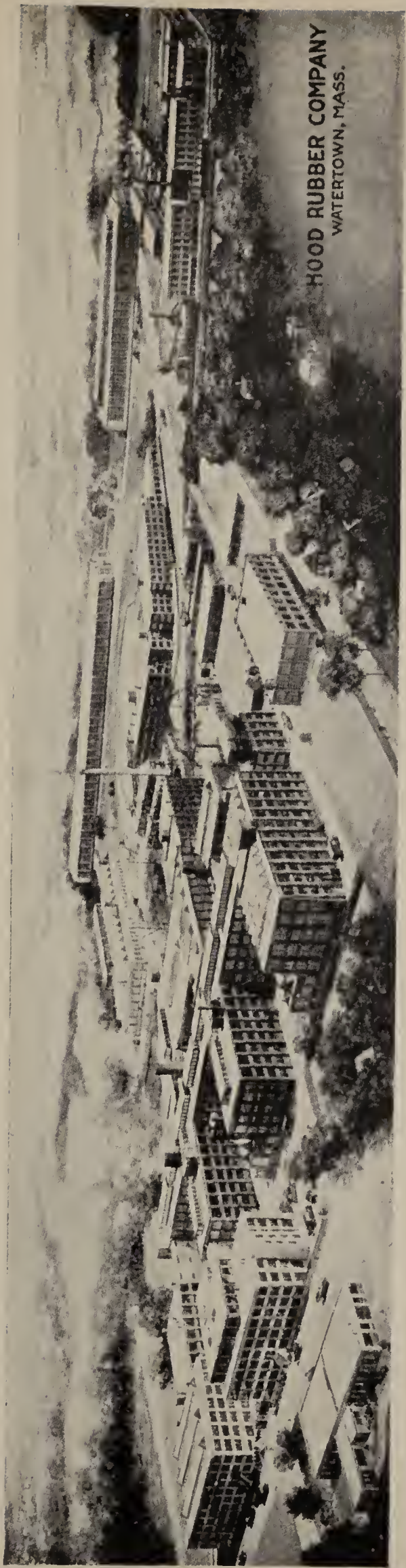
The total production statistics of the industry indicate that in the field of footwear the Hood Company ranks among the first three producing units of the country.

From 1901 to 1906 radical changes were made in the old-established methods of handling rubber materials, new methods for footwear, such as pressure cures, were successfully introduced, while aluminum lasts supplanted the inefficient and less economical wooden lasts. One of the foremost rubber chemists in the world was brought from England, and was established in the company's laboratory, at that time located in Boston.

Following his death in 1905, the laboratory was removed to Watertown, where it now occupies two entire floors within the factory, and where a force of upwards fifty technically-trained experts are constantly engaged upon research problems.

It seems somewhat anomalous to think of tires or footwear having in them the application of engineering principles, yet such is the case with every product of the Hood Rubber Company.





HOOD RUBBER COMPANY  
WATERTOWN, MASS.





Financial writers credit the Watertown concern with being the only one of the group of truly large rubber organizations that has survived the depressed conditions of the past few years in the rubber industry, with its capital not only unimpaired, but actually increased by additions to the surplus account, and maintaining consecutive dividends on both its common and preferred issues of stock.

With a daily capacity of 90,000 pairs of footwear, to say nothing of 4,000 automobile tubes and tires and other products, its leadership is so immediately apparent and so sufficiently obvious as to stamp it as one of the greatest industrial concerns of the East, while its attention to the welfare and care of its employees and their families has long since become common knowledge among the world's authorities on progressive factory management.

The Walker & Pratt concern, organized in 1877 with a capital of \$300,000, became almost from the beginning one of the largest industries of Watertown in its line, a position which it has never relinquished. The Walker names are at the head of its officials, as when it started, but now, it is Arthur W. Walker who is president and R. R. Walker who is treasurer, the former succeeding George W. Walker; the latter, Miles Pratt, the first treasurer. Mr. Pratt, after a long experience in the stove industry, took a lease on a Watertown foundry, formed a firm, and it was this company consolidated with one of whom George W. Walker was head that the present company was established. Mr. Pratt died in 1882.

The Pratt Company, at the time of the outbreak of the Civil War, made a change in its work, at the request of Colonel Rodman, at that time in command of the Watertown Arsenal, and started in making cannon balls and shells. Even before any contract had been made with the government, all sorts of shot was being turned out, and later, from 2,500 to 3,000 tons of iron were "moulded into shot and shell for the preservation of the Union." In modern times the plant has been engaged in the more prosaic task of manufacturing all kinds of heating and cooking apparatus, almost everything in this line having been made by the concern at some time. In many of the changes, the company has been the pioneer, blazing out the way in which others followed. It is credited with making some of the first stoves to handle coal well; and in turn, it made one of the best stoves to burn both wood and coal; now it is supplying a stove that will use fuel oil of the heavier kinds. The capital has never been increased, but the number of hands used is now about five hundred.

One of the important industries of Watertown, which also dates from the Civil War period, is the Simons, Hatch and Whitten Shirt Company. Shirt making was carried on by others a quarter of a century

prior to this, or about the same time as the shirt industry was first established in New York. It is said to have been begun in Watertown by a Mrs. Potter, later Mrs. Silas A. Bates, who hired for the purpose a building on the site of the present library. She had a number of competitors before long, one of whom was C. F. Hathaway, who started his factory in 1848. "He built up a considerable business, and the 'Hathaway shirt' became widely known throughout New England." This factory was sold to the Metropolitan Shirt Company about 1865, and after several changes of names is now the Simons, Hatch and Whitten Shirt Company, who began the running of it about four decades ago. Frank E. Hatch is the president; it is capitalized at \$300,000 and employs from 200 to 250 in its many departments.

A rather unique industry made its home in Watertown as far back as 1880, the commercial laundry on a large scale. It is now represented by the Winchester and Lewando companies. The latter company was started as a Boston concern, having branches all over the United States as the Lewando French and Dyeing Company, for the purpose of cleansing all sorts of materials sent there from all over New England. Much of the business was, and is, the washing of clothes and household furnishings, but almost anything washable is cared for from the most delicate of heirloom laces to carpets. More machinery is used than a layman would think possible in such a plant. Probably every method known by which a thing can be cleansed, by both secret and patented processes, are used with certain materials. Expert dyeing has been a specialty from the early days.

The most of the remaining industries of Watertown are of comparatively recent origin, if one excepts the Vose Piano Company, a recent acquisition of the city, but with a long career behind it. The Thomas Dalby Company is one of the largest, this firm having a capitalization of \$300,000 and employing two hundred usually. It is in the business of making women's and children's underwear, and is headed by E. J. Scriggins. The Waterproof and Paint Company, George H. Brown president, does a large business in paints and varnishes. W. A. Webster Company is the wholesale lumber company of the municipality, capitalized at \$120,000, using fifty men. Although a company the distribution of stock is limited, and the management has been kept in the family. John T. Walker is president; William A. Walker, secretary; William A. Walker, Jr., treasurer. The Massachusetts Blower Company, makers of blowers, fans and air washers, have plants in Watertown and Worcester. Steamer rugs, automobile fabrics and suitings, are manufactured by L. C. Chase and Company; witch hazel by the R. H. Hussey Company and gutta percha specialties and chewing compounds by the Bemis associates.



Woburn early became the "tanning town" of Middlesex, and was one of the first in this country to establish a tannery. The town was colonized in 1642, and among the first of its settlers were the brothers Wyman, John and Francis, who were tanners and established a tannery shortly after their arrival. Tanning became the principal business of Woburn next to farming, but was relatively unimportant as an industry for the first century (see account in the history of the town, Chapter XXII). One writing in 1815 says: "I recollect Woburn only as a dull farming town, partaking of the depression that was pretty general after the War of 1812." After the building of the Lowell Railroad in 1835, shoemaking became important in the eastern part of Woburn (Montvale), and after the construction of the branch to Woburn Centre in 1846, that locality had a share in the leather boom. In 1837, the number of hands employed in tanneries was seventy-seven; by 1850 thirteen companies were manufacturing leather and two were making boots. The Civil War created an enormous demand for Woburn's principal product, and from this period dates the real expansion of the leather industry. In 1865 there were twenty-one tanning and currying plants in the town, turning out leather to the annual value of \$1,723,450, and furnishing employment for 554 hands. Boots and shoes were made in this year totaling 160,804 pairs, a number exceeded only by two other towns in the county, but Woburn stood alone at the head of the tanning industry.

Woburn has seen the fluctuations characteristic of the leather trade throughout almost a century, and in the last decade has changed radically from a one industry city to a more varied type of manufacture. According to the latest figures available to the writer, there were fifty-three establishments in Woburn, employing more than 2,000 hands, with a production in that year of \$11,363,710. More than half of these establishments were engaged in leather or shoemaking and employed two-thirds of the workers engaged in mechanical industries.

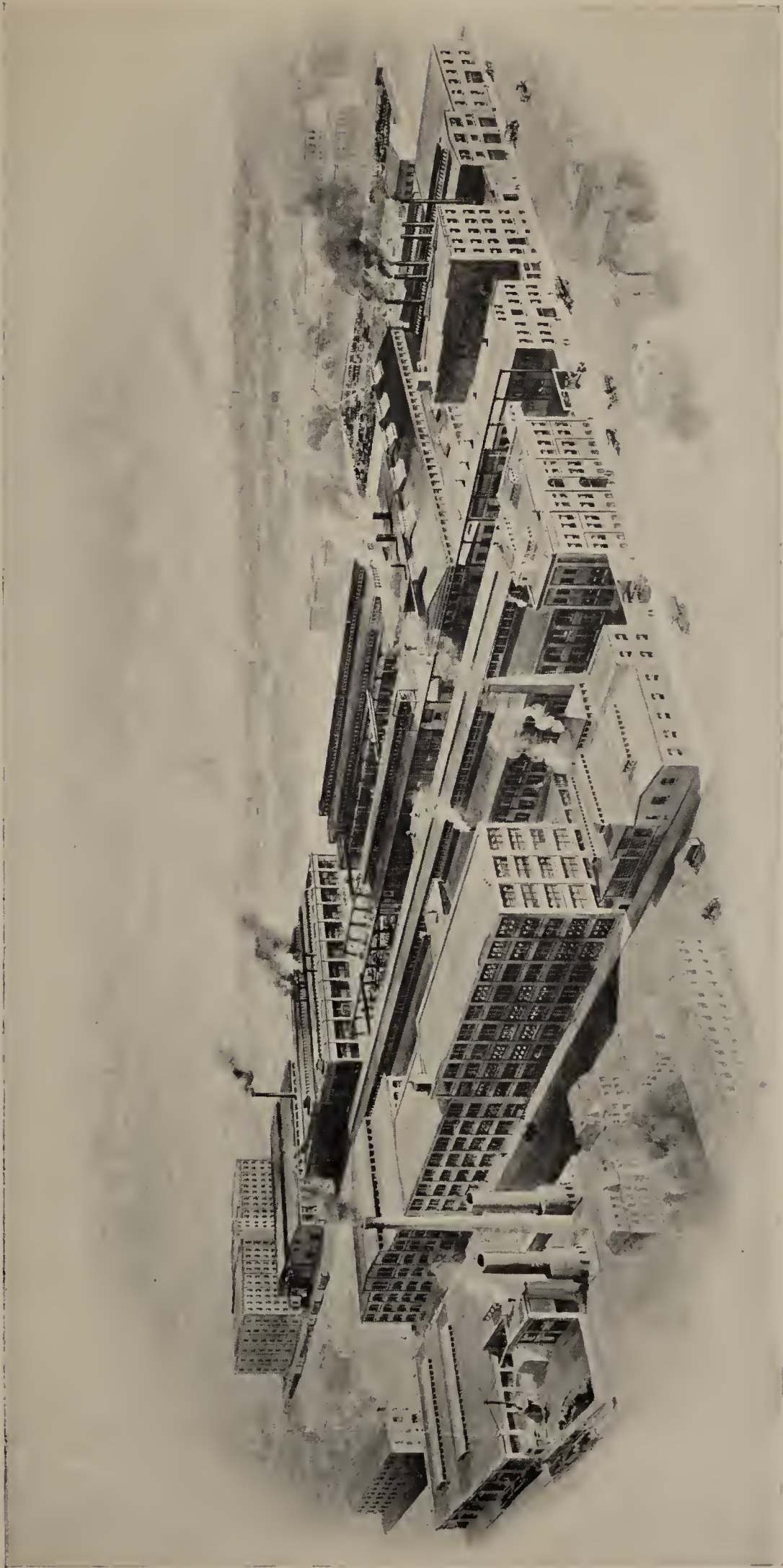
Some of the larger of the companies interested in leather were: Tolman, Dow & Company, Gilbert Tolman, president, makers of uppers, employing 300; Widen, Lord Tanning Company, with offices at Danvers and a japannery in Woburn, employing 350; American Hide and Leather Company, Theodore Haight, president; George A. Hall, treasurer; specializing in patent leather and degreasing, employing 300; Algonquin Leather Company, with a factory at North Woburn, manufacturing side upper leather, in which 200 are employed, H. W. Clark, president and treasurer; Thayer-Foss Company, upper leather, president and treasurer, Harry I. Thayer, secretary, George W. Wright, employing 100; Crescent Tanning Company, B. T. Kaplan, president and treasurer, employing 200; Cummings Leather Goods Company,

makers of leather specialties, president, Edward H. Cummings, using 150 in its operations. The Woburn Machine Company, capitalized at a quarter of a million dollars, uses about 150 hands in normal times in the manufacture of tanning machinery. D. P. O'Brien is president of the concern and Thomas H. Marrinan, treasurer. Another of the very large concerns represented in Woburn is the Merrimac Chemical Company of Woburn and Everett which makes heavy chemicals. The company is capitalized at \$3,528,000, employs altogether 900; Salmon W. Nilder is president; H. O. Willman, secretary; William M. Rand, treasurer.

In a list of those companies which employ from 35 to 100 are the following: Atlantic Gelatine Company, 75, president, Peter J. Wilder, secretary, Walter Creese, treasurer, Harry I. Thayer; Atlantic Shoe Company, 60, president, May Pearlstein; Bailey and Blendinger Manufacturing Company, makers of machine knives, 35, D. E. Bailey, president; Ballard Japanning Company, 40, making patent leathers, M. H. Ballard, president; Paramount Petticoat Company, 100, B. Bunshaft, president; McDonald-Wilker Company, 75, making all sorts of leather athletic goods, H. S. White, president; C. W. Marion & Company, 35, makers of heels, C. Walter Marion, proprietor; Kean Leather Company, 50, manufacturing patent leather, Carl R. Bedell, president; Linscott & Company, 35, leather heels, Arthur H. Linscott, proprietor; John J. Grothe Company, 35, making commercial truck bodies; Kaplan Company, 35, leather, Morris Kaplan, president; Dorrington Leather Company, 50, makers of leather; Louis Foucar Company, 50, leather, A. H. Foucar, president; Bond Leather Company, L. F. Bond, president, with a factory in North Woburn; C. F. Budd Company, 35, makers of underwear, Calvin F. Budd, president; Tribble Cordage Mills, 50, A. L. Tribble, president, E. C. Tribble, secretary, J. J. Bumstead, treasurer; Walker-Johnson Company, 35, manufacturing trucks; Suffolk Oilless Bearing Company, 35; Woburn Iron Foundry, 35, William H. Beever, president, John Russell, secretary and treasurer; John J. Riley Company, leather, 80, John J. Riley, president; James Robertson & Sons, 75, leather; A. W. Peterson & Company, 50, leather, D. S. Williams, president, W. E. Thorpe, secretary; Peterson Merrill Company, 50, japanning, Edward H. Merrill, president, Herman P. Peterson, treasurer; and the Woburn De-greasing Company.

**Cambridge**, according to the most recent census (1920), is the largest city in Middlesex County, with a population exceeding 120,000. Its size and rapidity of growth, particularly during the last century, is usually supposed to be due to its proximity to Boston, and the fact that it is the seat of the oldest University in the United States. It has its advantages as a suburb of Boston, and as a resort for students is





BLAKE AND KNOWLES WORKS OF WORTHINGTON PUMP AND MACHINERY CORPORATION, EAST CAMBRIDGE





popular, but its expansion is due to its manufactures more than to these other conditions. It not only leads in population but is the chief industrial city in the county, having in 1923 more than 330 industrial establishments, employing nearly 22,000, producing articles to the annual value of \$138,028,569.

When made a city in 1846, Cambridge had no factories other than the New England Glass Works in East Cambridge, some small brick-yards, a soap factory or two, and the printing shops around Harvard Square. Harvard University was the important thing in city life. The building of railroads changed the character of the city. The Fitchburg circled the northern part of the city, the Boston and Albany either ran through it or had tracks near. While in 1846, a public hourly stage connected Cambridge with Boston, by means of the two bridges, now there are bridges in plenty, with more building, and the subway gives a three-minute schedule. From a commercial standpoint, the two cities may be considered as one.

John Fiske, in his semi-centennial address, gave a picture of Cambridge as it was at that later date. Said he: "Most of the steel railway bridges in New England are built in Cambridge, and a considerable part of the world is supplied with hydraulic machinery. The United States Navy comes here for its pumps, and this Cambridge product may be seen at work in Honolulu, in Sydney, in St. Petersburg. In the dimensions of its pork packing industry, Cambridge comes next after Chicago and Kansas City. Fifty years ago all the fish netting was made in England; today it is chiefly made in East Cambridge. The potteries on Walden Street turn out most of the flowerpots used in this country."

The historian might tell an even more marvelous tale could he but see the variety of products manufactured in Cambridge today. They are not the same as those of his time, nor those made before the World War, but there are many which have been located in the city for long years. The present largest division of the industrial forces is that engaged in the foundries and machine shops, if we measure the industries by the numbers employed. From the standpoint of value produced, and the number of establishments, printing comes first, with forty-four plants and a product of \$14,270,000. The making of electrical machinery, apparatus and supplies ranks after printing in value. Bakery products come next, with the widest variety of manufactures flocking along behind. The exceptional diversity of manufactures precludes even naming, for a mere catalogue of companies would consist of at least two hundred names. Cambridge makes candy, all kinds of candy, to the annual value of nearly nine million dollars. Two thousand are employed all the year round in simply making candy, and the numbers

are said to increase to three thousand in the months before Christmas. Two and a half million dollars' worth of ice cream is made yearly in Cambridge. Probably the annual value of the food products alone approximates \$50,000,000!

Soap making, formerly the leading industry of the city, has dwindled to small proportions, as has glass making. Musical instruments, now as for years, holds a prominent place in the exports, as does furniture, marble and stone articles, all kinds of sheet iron and copper, women's clothing, knit goods, boots and shoes, boxes, bags, and a wide variety of smaller articles and concerns.

It seems very appropriate that printing should come first among the industries in Cambridge, when it is recalled that the first printing press in America was set up by Stephen Daye at Cambridge in 1639, and that the first books issued in this country came from that press. A business was founded that might be called the oldest established industry in America. At any rate, the University Press is the successor to Daye, and this with the Riverside Press and the Athenaeum Press, make of Cambridge one of the great printing centers of the United States. The University Press is what its name implies; the Riverside Press "sets standards of book-making as one of the fine arts"; the Athenaeum Press, founded by Edwin Ginn and his associates, issues school books that are used all over the United States. The University Press (John Wilson and Son, Inc.) employ about 150. The Ginn Company, which is made up of some twenty partners, employs in all their shops about 750. The Cambridge plant was established in 1867. It made its greatest advance in 1885, when the company was formed. Offices and selling organizations are scattered through the states and foreign countries. The most of the books issued are printed in the Cambridge plant. There were forty-four printing and publishing establishments in the city, according to the last census, and almost as many other organizations were engaged in book binding, blank book making and other allied industries.

Eleven factories were busy in the manufacture of furniture. Many of these are branches of large companies, notably such concerns as: The Irving and Casson-A. H. Davenport Company, making customs furniture; Doten-Dunton Desk Company, office furniture; C. A. Cook Company, turning out office chairs; the Library Bureau, capitalized at \$3,000,000 and employing in their various shops more than 3,000, make all kinds of card and filing supplies, as well as filing cabinets of both wood and steel; the Shaw Furniture Company, specializing in all kinds of order furniture, one of the largest of the Cambridge plants; Massachusetts Willow Furniture Company; Lualdi, Inc., church furniture; and M. Gold, maker of cabinet work.





BUILDING FOR THE NEW-ENGLAND CONFECTIONERY CO. CAMBRIDGE, MASS. Lockwood Green & Co. Engrs. Boston, Mass.





New Englanders seem born with a taste for toothsome candies, and Cambridge helps to meet the demand by turning out confectionery by the ton. Some of the plants are among the largest in New England, and many of the Cambridge concerns are associated with the greatest organizations in the trade. The Page & Shaw, Incorporated, employ in their works a thousand hands, not a few of which are in the large Cambridge plant. The Harvard Confectionery Company, branch of the N. E. Confectionery, the largest concern in Massachusetts, is capitalized at \$2,000,000. Then there are: H. D. Foss & Company; George Close & Company; C. A. Briggs Company; Potter Confectionery Company; Russel & Company; F. H. Dow Company; J. C. Bell Confectionery Company, all large organizations employing the larger part of the 2,000 and more who earn their livelihood in these candy factories. The Apex Chocolate Company and Dunham and Katterwinkle, Incorporated, specialize in chocolates and chocolate coatings. The salted nuts and nut candies of the Squirrel Company have a wide sale.

Bread and bakery products are represented by the second largest number of organizations in Cambridge. Many of these are not large, and the bulk of the \$11,587,000 annual receipts is earned by the Bakery Products Company, an \$85,000,000 concern. This concern has plants in twelve of the principal cities in Massachusetts.

John P. Squires, in 1842, started to kill hogs and to ice the carcasses. His first delivery vehicle was a wheelbarrow, but from this humble beginning is said to have originated the packing industry in this country. The principal difficulty at that time was to get ice in sufficiently large quantities, and Squires had to employ more than a thousand men through the winters getting in ice from the ponds of the county. About 1880 artificial refrigeration became a practical affair, and from it dated the tremendous business of the Swifts and others. The Squires Company has always had one of the great packing plants; pork products has been the specialty.

From hogs to soap is not as great a jump as one might think. Soap-making was one of the first of the Cambridge industries, and in the early days it was the fat of pigs that formed the principal base for soaps. Soap-making is no longer the principal business in Cambridge, but there are still a number of important concerns in the trade. Among these might be mentioned: J. Eavenson & Son, making toilet and textile soaps; Kemp, Lysander & Sons; Lever Brothers, soap and glycerine, a very large company; and the Liele Soap Company.

In 1765 the first building of the A. H. Hews & Company for manufacturing pottery was erected. The old firm not only has survived the chances and changes of 160 years, but is one of the largest pottery concerns in Massachusetts.

The famous Mason and Hamlin Organ and Piano Company is nearly three-quarters of a century old. Henry Mason was the founder, who, upon his graduation from a German University, became acquainted with a musical genius by the name of Emmons Hamlin. Hamlin had discovered the art of "voicing reeds" and was making melodeons. Mason hunted up sufficient capital to finance a plant for the making of more and better melodeons, the instruments meeting with immediate favor with the musical. In 1882, the company began the making of pianos. Three generations of Masons directed the factory. It is now capitalized at half a million dollars; A. M. Wright is president, and the manufacture of pianos the principal business.

Perhaps the most unique of the older, and for that matter younger businesses, is that of Alvan Clark and Sons. Here was brought to its topmost height in this country the art of telescope making. The plant never employed many, nor has there been any large capitalization of the business. But in the modest establishment have been made some of the most powerful refracting telescopes of the world. At the present day, C. H. Sawyer is proprietor of the concern, and astronomical telescopes is the specialty made.

The Gray and Davis Company is well known wherever electrical starting and devices are used. One of the largest factories of this organization is located in Cambridge.

The Warren Brothers, makers of asphalt paving machinery, and now capitalized at \$4,700,000, started in a most humble way in Cambridge at the beginning of the present century. They then made and laid bitulithic pavement, one of the most common forms used in the present day. It seems strange to realize that the total amount of this kind of pavement laid in all the cities of the United States was, in 1901, only about 16,000 yards. Cambridge was one of the seven cities using in that year bitulithic pavement.

The Mead-Morrison Manufacturing Company, now of East Boston, originated in a partnership formed in Cambridge nearly four decades ago, for the manufacture of hoisting machinery and fertilizer dryers. About the same time the Automatic Coal Handling Company was started in Boston. John A. Mead was at the head of the latter company and John G. Morrison was the principal partner in the former concern. In 1904, the Mead-Morrison Company was incorporated, taking over the interests of both firms. It has manufactured the most of the machinery used in the handling of coal for the United States Government, for many large railroads, and the foreign business extends all over the world. During the World War, this company supplied much of the machinery that made the landing of such great quantities of goods in France.



One of the minor industries in Cambridge is the making of knit goods which amounts to \$1,283,000 yearly. The principal firms engaged in it are: Kingston Knitting Company; Sterling Knit Goods Company; The Hingham Knitting Company; and the Woodman Company. Underwear, hosiery and sweaters are the main products.

The following is a summary of the industries of Cambridge as found in the census of 1920. The data on which is based the material just given was taken from publications of 1925, or direct from officials in the companies mentioned.

	Number of Firms	Number of Em- ployees	Wages Paid Annual	Annually Value of Productions
Cambridge, Mass. ....	362	25,674	30,998,512	185,524,463
Beverages .....	3	9	14,382	101,572
Bookbinding and blank-book making....	6	407	487,408	1,270,581
Boot and shoe cut stock and findings, not made in boot and shoe factories..	5	96	112,710	1,892,941
Boxes, paper and other, not elsewhere classified .....	8	675	534,650	1,834,616
Boxes, wooden packing, except cigars ..	4	283	321,579	1,139,237
Bread and other bakery products .....	40	1,652	1,789,014	11,587,982
Clothing, women's .....	9	227	209,058	854,895
Confectionery .....	20	2,063	1,509,157	8,790,983
Copper, tin, and sheet-iron work, in- cluding galvanized-iron work, not elsewhere classified .....	9	323	352,425	1,455,540
Electrical machinery, apparatus and supplies .....	10	1,984	2,847,525	12,542,455
Foundry and machine-shop products, not elsewhere classified .....	26	2,100	3,039,743	9,175,184
Furniture .....	11	762	1,153,188	3,134,737
Ice cream .....	7	218	298,735	2,430,075
Knit goods .....	4	265	212,063	1,383,114
Marble, slate, and stone work .....	8	171	282,026	1,318,349
Models and patterns, not including paper patterns .....	3	19	25,378	49,004
Musical instruments, pianos, and piano and organ materials .....	4	638	668,262	2,018,809
Printing and publishing .....	44	1,924	2,929,679	14,270,084
Structural and ornamental ironwork, not made in rolling mills .....	11	411	684,121	3,183,161
All other industries .....	130	11,447	13,527,409	107,091,144

Everett, which the pioneer settlers of Middlesex thought had too much low land on its borders to be worth their attention, is the third division of the county in the value of its products. Having but a few more than a hundred plants, it turns out materials and articles to the

annual amount of more than fifty million dollars. The despised low lands have become the locations of some of the largest concerns. Proximity to Boston has had much to do with the industrial use of the supposed worthless sections; the branching of the Boston and Maine Railroad so that it skirted the edge of the Mystic River section is another factor. A single company now has a larger capitalization, employs more men, is a vastly bigger affair in all respects, than the total of the industries of a quarter century ago.

Manufacturing began in Everett, or South Malden, as it was then known, in 1795, when clay suitable for the making of brick was utilized. For nearly a century, brick-making stood first among the articles manufactured. Forty years ago (1885) there were forty-four manufacturing establishments in Everett; the total capital invested was \$1,129,698, of which only \$167,470 was in plants and machinery. The employees numbered 717, the amount of wages paid annually, \$304,270. Brick and building materials represented two-thirds of the income received by the whole forty-four plants; oils, paints and chemicals made up the most of the other third.

Compare this with figures given out by the Bureau of Labor, Statistical Department, in 1924. Number of establishments, 119; capital, \$31,429,022; value of products, \$49,952,287; number employed, 5,137; wages paid, \$6,464,623. Or consider that the Boston Consolidated Gas Company's plant in Everett, which is the main part of a company capitalized at more than \$22,000,000, and employing 1,800; or the American Glue Company, with branches in Peabody, Rockport, Stoneham, Walpole and Cambridge, making glue, gelatine, isinglass and cloth abrasives, with a wage list of 2,500; or the Merrimac Chemical Company, with an auxiliary plant in Woburn, capital, \$3,500,000, employing 900; or the New England Fuel and Transportation Company, specializing in coal products, capitalized at \$25,000,000 (their coke ovens at Everett supply coke, coal tar and sulphate of ammonia). These companies do not center all their business at Everett, but the figures quoted give some idea of the "big" businesses represented in the city. The Beacon Oil Company, with a capital of \$7,500,000, needs 400 in its works; the well-known Barrett Company, roofing and paving materials, employs 300; the New England Structural Company, makers of structural steel work, needs a like number in its shops. The manufacture of footwear, in normal times, calls for 1,500, three companies needing nearly a thousand, the Eagle Manufacturing Company and the Harrison Shoe Company, both having as their president August Beekman, each employ more than 300, while the Paul C. Wolfer Company uses almost as many; these three only being the largest of the shoe companies in Everett. Altogether there are nearly a quarter of the 119



companies doing business in Everett that employ each a hundred or more.

Many of the present firms are the direct descendants of older ones. In 1890 the principal plant in Everett was the Cochrane Chemical Company. The business had been founded by Alexander Cochrane at Malden in 1858, going to his sons, Alexander and Hugh Cochrane, in 1865. In 1868, the New England Chemical Company was established in Everett, and this was purchased by the Cochrane Chemical Company in 1872. The company specialized in the manufacture of the heavier chemicals, expanded their plant largely, and were the pioneers in the chemical production of Everett. They were the ancestors of the great Merrimac Chemical concern and others. Abrasives were made in the city in quantities by 1869, by the Union Stone Company. This company failed in 1889, but only gave this business a temporary setback. Hardly any of the old firms have come through to the present, the great growth of the industries of Everett being confined to the last two decades. Perhaps an exception should be noted in the Waters Governor Company, which was founded in 1871, to make steam-engine governors on a patent of Charles Waters. There have been the inevitable change of owners of the concern, but it still is in business, one of the few survivors of the pioneer industries of Everett.

The most interesting of recent developments in Everett's industrial progress was the lighting on September 27, 1926, of a great blast furnace by President Coolidge by a direct wire from the White House. For nearly a century and a half the making of pig iron had been a lost art in New England. Adverse industrial and commercial conditions had forced this section out of the lucrative business. In 1643, John Winthrop erected a simple blast furnace near Lynn, and until after the Revolution, or nearly one hundred and forty years, iron-making was common to all parts of New England. In 1827, the Mystic Iron Works revived the dead industry, and did it on a royal scale. For two years the company had been preparing its grounds and wharves and building a giant blast furnace. Where Winthrop's furnace had a capacity of eight tons of iron a week, the Mystic Company's furnace is capable of turning out 3,000 tons of pig iron. Machinery is used wherever possible, and ores are conveyed from the unloading ship directly to the furnace or storage space. The ore bridge is 450 feet long, or twice the length of Bunker Hill Monument. Before even the furnace was lighted, there were in storage 120,000 tons of ore from Newfoundland, Sweden and Africa, besides Maine limestone. It is in every way a most up-to-the-minute plant, the success of which is thought sure to come when the "pigs" are sent to market. The Mystic Iron Works is an enterprise of the Massachusetts Gas Companies, and,

through its connections with the New England Fuel and Transportation Company, the New England Fuel and Coke Company and other subsidiaries will be well supplied with iron, coke and limestone—the essentials for the manufacture of pig iron—at a cost which should make the iron business both possible and profitable.

**Medford**, contemporaneous in settlement with Boston, was for many years the leader of the two in industries. Probably this was due as much to the fact that Matthew Cradock, the first Governor of the Massachusetts Bay Company, chose it as his headquarters, and the seat of his enterprises, as to its natural advantageous location. The Governor never came to the home he provided, and profited little from the industries he started. His agents, however, built him a fine mansion, laid out a farm, and established fisheries and a shipyard. Cradock was wealthy, and many of the ships that came over with emigrants were owned by him. His means were behind any business in which they chose to engage. Some of his employees were “coopers and cleavers of wood,” so we can guess a bit as to the first ventures of the pioneers. The Mystic was full of fish, and one of the first exports of the colony was salted fish. “Clapboards” seem to have been one of the first lumber articles shipped to England, next in importance to masts and spars.

Governor Winthrop, in 1631, had constructed the first of the “Medford ships” that for a century were to be known with favor all over the world. In 1632 Mr. Cradock had built a vessel of one hundred tons register, and a year later one of two hundred. Evidently from that time on Medford was a ship-building center, although ship-building did not reach any great heights until just after the Revolution. For the century from 1775 to 1885, the shipyard was the principal manufacturing industry of Medford. In the course of the first seventy years of the nineteenth century 567 vessels were built in the town, with a total aggregate registry of 272,124 tons. Some of the finest clipper ships that sailed the oceans were Medford-built craft. The change to metal vessels after the Civil War marked the beginning of the end of the shipyards. Of the other early industries, the only two of more than local interest were the distilling of rum and the baking of crackers. The first distillery in the town was erected in 1735. This was soon joined by others, and Medford rum became almost as widely known as her ships. Rum was still made on the site of the first distillery as late as the present century.

The Medford of today does not claim to be an industrial city in spite of the fact that more than forty concerns are manufacturing some article of commerce and the annual income of its factories is nearly \$4,500,000. The products of the establishments in Medford are of many



kinds, no one article predominating to any marked extent. The following is a list of the companies doing business in 1925, with the character of the productions of each:

Agar Manufacturing Corporation, corrugated fibre shipping containers; American Acid Company, makers of sulphuric acid; American Radio and Research Corporation, radio apparatus and electric motors; G. W. Bent & Company, metal beds and bedding; Champlain & Hobbs Box Company, supplying box shooks and boxes; Cradock Manufacturing Company, toys; A. F. Curtin Valve Company, makers of plumber's supplies and tank fittings; Fellsway Rubber Company, manufacturing rubber heels and soles; L. M. Garrity and Company, toilet articles; Gates Finishing Company, finishing cotton and cotton and silk piece goods; Glenwood Works, bleaching, dyeing and printing fabrics; Globe Tanning Company, makers of leather; Haskell and Delano, Incorporated, manufacturers of sheet metal novelties; Kenlit Manufacturing Company, waterproof sheeting; McNally, gold leaf; Riverena Mill, a subsidiary of the American Woolen Company; Wilmot H. Simonson, maker of fruit syrups, fillings and flavorings; F. H. Staples, floor wax; Supremacy Ink Company, making inks and adhesives; E. Teel & Company, wagon and commercial automobile bodies; Thomann Bronze and Brass Foundry, non-ferrous castings; Toppan Boat and Engine Company, builders of yachts, cruisers and launches; Twombly & Company, paper cups; Warner & Childs Company, corrugated paper products; Wellman Company, makers of machines for cutting rubber soles and heels.

**Somerville**, when incorporated (1842), had a population of 1,013, and a property valuation of less than \$1,000,000; it was just an outlying district of Charlestown, with a single factory. The factory in question, erected a few years earlier (1838), had a capital of \$50,000, all of which had not been subscribed, and was known as the Milk Row Bleaching Company.

Eighty years later (1922) Somerville had a population not far from 100,000, a property valuation of \$115,000,000, with 141 manufacturing establishments doing an annual business of \$53,213,217. No city in the county compares with Somerville in the rapidity of its growth; it is the third city in population and industries. Three-sevenths of the increase in population has been made in the last quarter century and nearly three-quarters of its factories have been located here since 1900. In 1890 the principal industrial plants in the city were: The American Tube Works, organized in 1871; the Eagle Shade Roller Company, dating from 1881; the Middlesex Bleachery, successor to the Milk Row Company; the Union Glass Company, organized in 1864; and the

North Packing Company. The total capitalization of the concerns manufacturing in Somerville, at that time, was less than \$1,000,000; it is now (1925) \$31,429,022.

Two decades ago (1920) Somerville was becoming very proud of its multiplying industries, and yet at that time there were only a dozen sizable plants. The North Packing & Provision Company was the largest in practically every respect, covering some thirteen acres and employing more than a thousand men on the average. The American Tube Works, specializing in the making of brass tubing, had been in operation since 1851. It ranked second to the Packing Company in the number employed (1,000). The Union Glass Company, established in 1854, used two hundred in the making of glass globes, lamps, and cut glass. There remained but one small operator in what was once an important business of the city, the making of bricks, the William A. Sanborn concern. The Middlesex Bleachery and Dye Works, successors to the Milk Row Company of 1838, was the third in number employed. Other, and smaller companies, were the Derby Desk Company, organized in 1881; a distillery run by the Daniel E. Chase & Company; the M. W. Carr & Company, makers of jewelry; Leavitt & Henderson, carriages; some odd shops; and the John P. Squire & Company, then the third largest pork packing company in this country, had part of its East Cambridge plant crowding over into Somerville.

The slaughtering and packing house industry reigns as the present-day principal industry. Although not so dominant now, the most recent available figures are those of 1920 which showed that at that period Somerville did 73 percent of the business in these lines done in the Commonwealth. For that matter, although there were only six packing companies in Somerville, they employed more than half of the industrial workers in the city (3,290) and the annual value of their product was \$84,740,246, or more than the value of all the products of the industrial concerns of the whole city. The most of the advance made in meat lines was due, of course, to the demands made by the World War, and were not expected to continue under more normal circumstances.

Other interesting facts were brought out in the census figures of 1920. For example, there were fifty-three establishments rated as confectioners (manufacturing) or more than one-third of the total number for Somerville. Next in number were the larger baking concerns, twenty-nine of which produced net annual sales for \$1,652,912. There were seven foundries; nine plants were engaged in the making of machinery; sixteen printing establishments; eight listed as manufacturing furniture; six making paper bags, and sixty listed as "scattering." Of



the 140 plants in all, the six largest, all of which were capitalized above a million dollars, employed the most of the workers, and produced annually 89.5 percent of the total value of the products of Somerville.

Conditions have changed radically during the last five years. The number of plants have increased slightly. Some of those inflated by the war have been reduced to normal dimensions. What is of more importance is that there has been an increasing tendency towards diversification of industry, a condition just as valuable to the city as it is to the farm and farmer. The following is an alphabetical list of the organizations engaged in manufacturing in Somerville during 1925, with the nature of their product indicated: C. G. Aldrich Company, optical merchandise; Alfred Alltimes, biscuit machinery; American Polish Company; American Plating Company, electrical plating; American Syrup Company, fruit syrups and juices; American Tube Works, seamless brass and copper tubing; Apollo Spring Works, carbonated beverages; Asure Manufacturing Company, laundry and cleaning materials; C. W. Babcock & Son, paper boxes; Bailie Wickercraft, wickerwork; Birch Brothers, textile finishing machinery; Boston Burial Case Company, burial cases; Boston Pen Company, fountain pens; Boyle Brothers, cut and engraved glass; Builders' Scaffolding Co.; Philip H. Butler & Son Company, marble, soapstone and slate; Cabel Upholstering Company, furniture; Cambridge Color and Chemical Company, dyes and finishes; Cambridge Machine and Tool Company, machinery and tools; Cambridge Screen Company, window screens; M. W. Carr & Company, metal and celluloid novelties; Comfort Parlor Frame Company, furniture frames; Consolidated Bag Company, paper bags; Conant Brothers Company, bathroom accessories; Davenport-Brown Company, architectural woodwork; Economy Last Hinge Company, lock hinges for lasts; C. E. Fahlstrom & Company, exhaust fans; Fellows & Company, garbage receivers and clothes dryers; Peter Forg & Company, stamped metal products; Fruit-Nut Cereal Company, prepared cereals; K. M. Gilmore & Company, bleaches and dyes; Graf-Underwood Company, office specialties; Groisser & Shlager Iron Works, structural steel; The Halford Company, fruit specialties; Hamilton & Parker Company, machinery products; Arthur S. Harding Company, oil feeders; Haskell & Delano, Inc., sheet-metal novelties; Healy Furniture Company, furniture; Highland Art Company, wood carved novelties; H. M. Hillson Company, galvanized and sheet metal; Holton-Abbott Manufacturing Company, "Kant-Leak" valves, wheels and buckles; Horton-Hubbard Company, dress-suit cases; Jerguson Gage and Valve Company, water gages and valves; Johnson Bakery Company, F. C. Johnson & Com-

pany, book-binding; Keck Willow Furniture Company, willow products; James A. Riley, wagon and automobile bodies; T. F. McGann and Sons, bronze foundry; Marden-Wild Corporation, industrial oils; Mary Bud Sweets Company, confectionery; C. W. Moulton Company, ladders and wooden ware; New England Bakery; New England Cabinet Company, furniture; New England Tray Company, cabinets and trays; New England Vinegar Works; North Packing and Provision Company, pork products; Norton Tallow Company, soaps; The O'Connell & Lee Manufacturing Company, builders' finish; Perin Automobile Engineering Company, auto-motive specialties; P. P. Plourde Refrigerator Company, refrigerators and store fixtures; Portland Manufacturing Company, neckwear; Prospect Optical Company, optical goods; Regal Jewelry Company, metal novelties; Reliance Wood Heel Company, wood heels; Roberts Manufacturing Company, "Victor" bolt clippers; Ryan-Cushing Company, fancy leather goods; Sawyer Crystal Blue Company, bluing; R. R. Scheibe Company, mahogany products; Sherwood Paper Company; Somerville Brush Company; Somerville Charcoal Company; Somerville Iron Foundry, castings; Somerville Knitting Company, shaker sweaters and knit goods; Somerville Machine and Foundry Company, castings; Somerville Press, printing; Standard Charcoal Company; Standard Druggists Syndicate, proprietary medicines; Standard Fibre Company, hard fibre products; Star Broom Company; O. L. Story Scenic Company, stage scenery and drop curtains; Teinor-Torngren Company, metal spinning; Tobias Company, traveling bags; Tuners Supply Company, piano tools; Underhill Brothers, box and lath hatchets; Union Glass Company, University Broom Company; United States Specialty Manufacturing Company, shoe forms; Uzit Manufacturing Company, hand soaps and cleansers; The Wales Manufacturing Company, clothing; Carl A. Weitz, Inc., pork specialties; Wickham and Roe, bakers; Wickstead Manufacturing Company, children's clothing; George Wilcomb Company, feathers; Winchester Manufacturing Company, children's rompers and dresses; Windsor Confectionery Company.

Summed up, the plants in Somerville are divided as to numbers thus: Those making automobile and wagon bodies and parts, 3; Manufacturers of clothing, 3; Bakeries, excluding those catering only to a local trade, 29; Places making confectionery or ice cream, 7; In grease and tallow production, 3; Makers of house furnishings, 3; Lumber and Planing mills, 3; Bottling works, 3; Job Printing, 11; Other Printing, 5; Slaughter houses and Meat Packing plants, 5; Makers of tools, 3. Of the sixty or seventy remaining plants, only a very few are other than single factories in their own line, the exceptions being like Brass and Bronze foundries, 3; Iron Foundries, 2; Cutlery Works, 2; and one or two others.



**Newton** for some strange reason is seldom thought of as a manufacturing center, although one of the busiest of the industrial places in the county. In 1923, nearly 3,000 were employed in factories, the annual wages paid was over \$3,000,000, and the total product for the year was valued at \$15,127,677. Its industrial history is practically coeval with its settlement consideration being given, of course, to the fact that early manufacturing was not of a mechanical sort, most processes being carried on by hand. The numerous ponds, lakes, and streams, which now make Newton noted for its natural beauty and the seat of so many lovely estates, appealed to the pioneer as sites for mills. Power saw-mills were built to replace the hand saw pit; the grist-mill displaced the mortar and pestle; and eventually, factories sprang up for the spinning and weaving of cotton and wool, that sent the spinning wheel to the farmer's attic, never to show their faces again until the modern search for antiques brought them from their hiding-places.

Of the early mill period little is known except through traditions, of which there are many but are hardly relevant here. There really was little that could be called manufacturing until after the Revolution. In 1688, John Clark, of Watertown, purchased a tract of land bordering the Charles River at Newton Upper Falls, and with a sawmill may be said to have started the manufacturing career of the locality on its way. Upon his death in 1695, the mills property came to his sons, John and William, by whom it was turned into a company, and the first fulling mill in the village was added. In 1778 General Simon Elliot, a Bostonian, purchased a part of the mills site and put in a snuff mill. Jonathan Bixby, in 1809, purchased the privilege of using water power for turning grind stones, near where Thomas Parker had, in 1771, erected a scythe factory. By 1814, General Elliot had clustered around him four snuff mills, a grist-mill, one wire-mill, a screw factory, a blacksmith shop and an annealing-house, all of which he sold, with the water power to James and Thomas Perkins, merchants of Boston. These men planned to build a textile factory of six thousand spindles for the making of sheeting. A shift in the tariff policy of the United States spoiled the prospects of the new partnership, so that it was not until 1823, that the Elliot Manufacturing Company was incorporated for the purpose of making cotton goods.

Otis Pettee was appointed the superintendent of the new works, and finding great difficulty in securing the necessary machinery for the plant, started a machine shop and built much of the equipment himself. About the year 1824, the Elliot Company began turning out sheeting, and a few years later added thread-making machinery. Having completed much of the equipment in the machine-shop, there was quite a

demand that the company build machinery for other plants. So persistent was this demand, in 1831, Pettee left the Elliot Company and started in the machinery business on his own account.

Into the ups and downs of these two firms, we will not go. There were many changes of ownership, the cotton factory eventually coming into the hands of a body of Bostonians known as the Newton Mills, who closed the factory in 1884. The machine shop remained more or less in the hands of the Pettee family after the death of Otis Pettee in 1853, and continued in the business of making cotton factory equipment. The history of these concerns have been traced, not because of their immediate successors, but to outline the story of the beginnings of what were once the principal industries of Newton, and which still have a prominent place in the factory life of the city. Cotton and woolen goods, machinery, both textile and other, at present engage the attention of a third of those employed in Newton.

A list of the firms now making cotton, wool and silk products include: The Shepherd Worsted Mills, manufacturers of knitting yarns, who use 300 hands in their various factories; The Ernshaw Knitting Company, makers of children's knit underwear, employing 200; Security Mills, employing 150 in the turning out of knitted goods, specializing on bathing suits and sport coats; The Saxony Worsted Company, a subsidiary of the United States Worsted Corporation; The Martin Manufacturing Company, curtain makers, using 135; The Suffolk Knitting Mills, crowding over into Wellesley, a large concern employing, normally, 400. Perhaps there should be included in this list, The Sullivan Company, employing a hundred in turning out re-worked wool and shoddy; W. S. Cordingley & Son, makers of wool substitutes; and the West Newton Curtain Company.

Successors to the Pettee machine shop in Newton may be found in the Saco-Lowell Shops, capitalized at more than \$9,000,000, with factories in Upper Newton Falls, Lowell, Biddeford, Maine, and Pawtucket, Rhode Island. This is one of the largest companies in the United States engaged in the making of textile machinery. There are other shops here of smaller size but turning out a variety of metal products such as, The King Pressed Steel Manufacturing Company, The Newton Machine-Screw Company, Davidson Fan Company, Millikin Machine Company. The General Fireproofing Corporation have a plant in Newton manufacturing steel office furniture. The American Mica Company is interested in the different mica products.

The John A. Dunn Company, with the main factory at Gardner, Massachusetts, has a large branch establishment in Newton. They are important manufacturers of reed and cane furniture and baby carriages.



The Rounds Chocolate Company, whose main office is at Burlington, Iowa, a large concern capitalized at \$1,300,000, has one of their principal factories in the city. The well-known Stanley Motor Carriage concern, from the beginning of its building of steam automobiles, has had their business in Newton.

The most of the firms mentioned are those formed within the last two decades. There are others coming down from Civil War times or even earlier. The Silver Lake Company was organized in 1866 for the manufacturing of solid braided cord. The original capitalization was \$80,000, and a fine factory was built. The firm failed three years later but was reorganized almost at once, and has grown steadily until now they employ, usually, about 150, and are capitalized at \$225,000. The window weight, curtain and other braided cordage made by the company is shipped all over the world.

The Gamewell Fire Alarm Telegraph Company, a New York corporation with a capital of \$2,000,000, was founded in 1855 to make fire and police alarm systems. At that time, the use of electricity was a new thing as a means of conveying signals. Professor William Channing conceived the idea and wrote concerning it in the "Boston Daily Advertiser" of June, 1845. Moses Farmer, a practical electrician, under the direction of Channing, made the first apparatus of the sort and in 1852, Boston was induced to use it in that city.

In 1855 John N. Gamewell formed a co-partnership, purchased the patent rights of Channing, Farmer and a number of others, and began the introduction of their system in the cities of the United States. Moses G. Crane built a factory at Newton Highlands, in 1873, to do the manufacturing of the alarms, later selling his plant and interests to the Gamewell Company in 1886. The factory was moved to Upper Newton Falls where the present very large business is carried on. The Gamewell System is now well known in most of the large cities in this country as well as abroad.

Another industry of historic interest is the New England Spun Silk Corporation. As early as 1822, Jesse Fewkes had a small factory at Newton where silk and linen laces were made. This was one of the earliest of such plants. The trouble in getting raw silk in those days of slow transportation led to the introduction of the silk worm and the mulberry tree, on the leaves of which the worms fed. Like experiments of this character which were tried all over the north; it failed because of the climate, doing little more than spreading the knowledge of silk spinning. In 1852, Joseph Plimpton built a factory in West Newton for the making of ribbon, and in 1860, Isaac Farwell, Jr., did likewise at Newton Lower Falls, moving in 1870 to Newton Village. An

unused cotton factory was purchased at Upper Falls in 1886, and after being re-equipped became the basis of the present Spun Silk Corporation.

The Newton Rubber Company, established in 1888 with the finest and most modern of modern machinery, is now the Stowe and Woodward Company, capitalized at \$200,000 and employing from one hundred to a hundred and thirty. F. R. Woodward is president and S. B. Ward, treasurer.

The making of fireworks was once carried on to quite an extent in the Newtons, but is now represented only by the Marsten and Mills Company. In the summer of 1867, George E. and William H. Wales started to put up fruit preserves under the firm name of Wales Brothers. From an old cooking stove, set up under an even older elm tree, the brothers progressed until today the Wales Company, with a capital of \$125,000, is one of the largest and best known jelly and fruit preserves makers in New England.

There were paper mills in Newton before the Revolution, but these have long since passed into history. Paper is now made elsewhere but used in quantities in the city by such firms as: The Garden City Press, who do book and job printing; the Graphic Press, working along like lines; and the Newton Ruled Paper Company.

Of the remaining unmentioned establishments the largest are: The Goudey Gum Company, capitalized at \$160,000, manufacturers of chewing gum; The United States Electric Signal Company, making railroad signals and switches; and C. F. Crehore & Company, manufacturers of Jacquard cards for more than half a century.

**Melrose** with its wonderful natural beauty of location is a residential rather than manufacturing city, but the natural advantages have also been effective in drawing a number of manufacturing companies to establish plants there. In all, the city has twenty-three industrial concerns, nearly all comparatively small, the capitalization being \$1,404,304, the value of the annual production being just double the amount of capital invested. There is no dominating industry, the most of the twenty-three plants being engaged in unlike productions.

The Sircom (R. H.) Company leads in the number of hands employed, about 250, and turns out large quantities of petticoats and similar women's garments. F. V. Sircom is president of the company, R. H. Sircom, treasurer. Allied to this is the Textile Products Company, making wash cloths. Roy L. Bosworth is president of the Textile Company and C. H. S. Merrill, treasurer. This concern has another plant in Malden. The F. A. Herman Company, makers of enameled jewelry, employs about thirty-five; F. H. Grosser is president, F. A. Her-



mann, treasurer. The Libby Manufacturing Company, Edward W. Libby, president, is another jewelry making concern. The Emerson Apparatus Company is engaged in the making of laboratory supplies. Charles J. Emerson is the president and treasurer. The Baker Compass Company makes marine compasses, H. M. Nash, president; the Chesterton Company, of whom A. W. Chesterton is the founder and president, makes steam engine supplies; the Melrose Chemical Company furnishes textile mill supplies; and the Evans Friction Cone Company manufactures cone pulleys. Almost as large in the number employed is the house of Freind Brothers, Leslie A. Victor and Robert Freind making up the partnership. The company specializes in food products. Another partnership firm, Robert J., Owen J., Ralph T. Munn, known as the Munn Brothers, manufacture artificial flowers. Two other companies complete the list, the Emma E. Curtis Company, making marshmallow cream, and the Federal Arch Lift Manufacturing Company, H. C. Greenlaw, president; Fred L. Hatch, secretary and treasurer.

Reading and North Reading are allied in industrial interests, except that the latter-mentioned town is almost entirely agricultural. Reading has only 15 establishments, but the expensive character of their products gives the town a rank in the amount of sales value, \$4,644,774, well above other places having a greater number of plants, although in 1924 only 546 were employed in creating this amount. In the early days, Reading was very much the manufacturing district, having not only a large number of factories, but turning out a wide variety of products. Note has already been taken of the individuals who introduced the first industries to the section, and the progress of the various forms of business (see chapter on town history). Several of the present companies in Reading are direct descendants of these old-time concerns.

The Samuel Pierce Organ Pipe Company dates from 1847, and was for nearly half a century the principal manufacturing concern in the town. Today the company employs about fifty; D. F. Dennison, A. W. Coolidge and William Dennison, are the officials directing the destinies of this pioneer organization. The Frederick J. White Company are also makers of organ pipes. The metallic hairbrush industry founded by K. H. Howard and others, has a successor in the Akerly Manufacturing Company, of whom A. M. Bruchart is president and O. L. Akerly is treasurer and secretary. Boots and shoemaking is supposed to have passed from the journeying shoe-making class as early as prior to the Revolution, and about 1800 became the main industry of Reading. The present S. J. Basker Shoe Company can trace its history back through a number of companies of different titles, but stands as a modern concern and a large one, employing usually about 150. It makes women's shoes

principally; its officers are president and treasurer, S. J. Basker, clerk, E. D. Dowie.

Reading was one of the pioneer towns to use the newly invented processes of making rubber goods, the Middlesex Rubber Company and the Reading Rubber Mills having been started some time before the close of the last century. They have both turned to modern modifications of the original industry, since both now make things used by the automobile manufacturers. The Reading Rubber Company has grown to be the largest company (1924) doing business in the town. From 150 to 175 were usually employed, and the concern was capitalized at \$750,000. Rubberized auto-top materials is the present specialty. James Clemens is the president of the company and William H. Marland, treasurer. The Middlesex Rubber Company makes auto tubes and rubber goods, and employs about 50.

Of the former great cabinet and furniture-making industry, that in 1855 turned out products to half the value of the total productions of the village, is now represented by the Bangs Fixture Company, makers of drug store fixtures, C. F. Bangs, president; and the O. P. Jones & Sons Company, manufacture boxes. Allied to the rubber industry is the Sandford Mills, employing more than 100 ordinarily in the manufacture of artificial leather. G. B. Goodall is president, E. E. Hussey, secretary, F. B. Hopewell, treasurer.

The J. S. Temple Company employs a large number of workers in making neckties; M. L. Talbot, president, M. B. Hartshorn, treasurer. Other companies having plants here are: the Globe Phone Manufacturing Company, employing forty, producing hearing aids, A. G. Barber, president, W. C. Mooney, secretary, F. E. Bronson, treasurer; the Middlesex Manufacturing Company makes leatheroid specialties; the Boston Stove Foundry manufactures stoves; and the Page Broom Company, E. P. Rowe president, makes brooms.

**Belmont**, settled and incorporated relatively late, had the original ice industry of the county, exporting ice from Fresh Pond in the early part of the nineteenth century. The Pond was annexed by Cambridge and ended the first industry. Since then the lovely section has become almost wholly residential in character. Although credited in 1924 with seven manufacturing plants, the total capitalization was only \$366,614, and the value of their products only \$460,282, with 111 employed. Of the present firms those doing the largest business are the A. W. Elson Company, making photographic goods; the Elson Art Publication Company, manufacturing picture frames. Of both these companies A. W. Elson is president. There is also Campbell & Nisivell, Inc., turning out paints



and varnishes, R. N. Campbell president; and the Housing Company, really located in Waverly, of whom Albert F. Bemis is president and Robert W. Bowser, treasurer.

**Stoneham**, taking its size into consideration, is quite a manufacturing town. While only 17 plants were listed in 1923, the combined annual output reached \$3,442,223. Several very large concerns had branch factories here, such as the American Glue Company, capitalized at \$5,750,000; the J. J. Glover's Sons, makers of women's shoes, whose main plant is at Lynn. Some of the principal industrial companies were: The Herbert Shoe Company, employing 200 in good times; W. P. Fletcher Box Company, makers of paper boxes, also using about 200 normally; E. L. Hatch Company, capitalized at \$250,000, interested in medicinal products; Van Tassel Tanning Company, makers of plain and fancy leathers, employing up to 300; P. Cogan and Son, shoes, using more than 100; The Lowell Company, a very large concern of its kind manufacturing toilet requisites and employing 100; L. T. Barnwood Manufacturing Company, turning out gaskets and packing; and several other firms of lesser size but important in bringing up the totals of the industrial products of Stoneham.

The town, like many others, was agricultural in its interests until the Civil War. Until 1860 it had no railroad connections and was at a disadvantage in competition with its neighbors. The war demand for shoes encouraged the leather and shoemaking industry. Most of the early manufacturers went out of business shortly after the end of the war, the only fairly large survivor being the tannery of William Tidd & Company, the predecessor of the Van Tassel Tanning Company, now the largest still in the business. Of this latter concern, E. D. Van Tassel is president and treasurer, D. Cullinane, secretary. Shoemaking, and the manufacture of drugs and toilet articles are of later growth, but have been represented in Stoneham for a half century. Altogether the plants in Stoneham employ nearly 1,000; are capitalized at \$2,500,000, and have an annual wage payment of nearly \$1,000,000.

**Arlington** is so completely given over to residential uses that it is seldom thought of as having any industrial establishments. Or if one recalls the past it is to have a picture of pleasant and numerous market gardens, a picture which is still true of the few hundred acres of the city as yet unsettled. Nevertheless, the number of industrial plants in Arlington number twenty-five, and they produce articles to the amount of \$1,343,973 annually.

The largest of the firms doing business in the city is also one of the oldest, the Theodore Schwamb Company, makers of piano cases in the

white. This company started in 1853, when Theodore Schwamb and four brothers set up a small shop and began to do a general woodworking business which included piano-case work. Since 1860 the company has given its attention to piano case manufacturing exclusively, being one of the oldest in the county so to be engaged. In 1924, the factory had an annual capacity of 4,000 cases. Philip Eberhart was president. The present specialty is the making of grand-piano cases. Nearly half of those employed in Arlington factories work in Schwambs.' Another concern almost as old as this is the Clinton N. Schwamb Company, makers of raw mouldings and oval frames. This plant was started next door to the Theodore factory in 1862 and has been continuous in the business since. Louis H. Schwamb is president.

Other manufacturing concerns in Arlington are: the Arlington Cement Block Company; the Arlington Machine Works, making bleach and dye machinery; David Buttrick Company, interested in butter making and employing thirty; Crane Puller Company, manufacturing mechanics' tools; Fuel Reclamation Company; making reclaiming machinery; Huff Electrostatic Separator Company, building mining machinery, a branch of a much larger firm; International Carbon Products Company has a branch here interested in graphite; W. H. Phillips Pattern and Machine Works; and the Solvent Products Company, manufacturers of textile soaps and oils.

**Wakefield's** first industry was shoemaking; Jonas Eaton being given "the privilege of wood and herbage on a tract of land on the condition that he remained in town and followed the trade of shoemaking." In 1805 Captain Thomas Emerson started in the shoe business, in which he was later joined by his son (1837). This became the largest factory of its kind in Wakefield. Later other firms were established, among which was the L. B. Evans' Sons, which still have one of the largest factory buildings in the town. At one time the concern employed 300 men. In the early days there was a corn mill on the little stream which flowed from Crystal Lake. This was built by John Pool in 1644, and was the first in the whole region. Here Cyrus Wakefield, Sr., started the cane and rattan business in 1856. One of his first ventures was the making of the reeds used in hoop-skirts, later turning his attention to the making of chair seats and rattan furniture. The raw material came from India, and he became the most prominent of the dealers in rattan in this country. Just before his death in 1873, he formed the Wakefield Rattan Company. In 1881 fire destroyed the principal buildings of the plant, but these were soon replaced by even better ones. The concern is now the Heywood-Wakefield Company. The plant covers eleven acres, the largest in Wakefield, and employing about 1,000 hands, and there are



larger plants at Gardner, Massachusetts, and Chicago, Illinois. Reed furniture, baby carriages, car seats, mats and other articles with their by-products, are made and shipped all over the globe. The Jordan-Wakefield, a smaller concern, making reed furniture, was founded in 1882. In 1854, Blanchard, Tarbell & Company organized the Boston and Maine Foundry, which became an important addition to the industries of the town. In 1879 the foundry was sold to the Smith and Anthony Stove Company. While stoves are no longer an export of Wakefield, the foundry business has several successors in the Gibby Foundry Company, and others. The Henry F. Miller Piano Company, still in business, was established in 1863, by Henry F. Miller. The firm made a specialty of grand pianos which became noted all over the country, and were much sought by artists. The manufacturing end of the business was brought to Wakefield in 1882, and is now located near Wakefield Square. In 1890 there came to the town from Cambridge, what was destined to rank as the second largest industry in Wakefield. This was the Harvard Knitting Mills. It started in a very small way on the third floor of the Wakefield Block, and was owned by Charles N. Winship and Miss Elizabeth E. Boit, both of whom retain active oversight of the works. The concern began making men's Sox, and branched out into the manufacture of ladies' underwear. 'Thirty-eight girls were employed, and the value of the goods amounted to \$20,000 a year. Today the plant is one of the best of its kind; employment is given to 800; and their brands "Merode," "Harvard" and others, are among the best known in America. According to a summary of the industrial situation made in 1922 by Harris M. Dolbeare, publisher of the "Wakefield Daily Item," Wakefield manufactures in its seventeen plants a large variety of products, largely useful in character, many of which are nationally and internationally known. Among these products are: Reed, willow and rattan furniture, baby carriages, mats, car seats, pianos, men's and women's underwear, shoes, paper boxes, sanitary supplies, screens and doors, iron castings, sweaters, steel specialties, lead and tin lined pipe, chemicals, ice cream, tools and machine-shop products, newspapers, and job printing. Wakefield's industries and the average number of employees in normal times are: Heywood-Wakefield Company, 1000; Harvard Knitting Mills (Winship, Boit & Company), 800; L. B. Evans Sons Company, shoes, 280; A. G. Spalding & Brothers, athletic garments, 100; Lead Lined Iron Pipe Company, 60; Morrison-Skinner Company, screens and doors, 30; Belcher Machine Company, 40; American Reed and Willow Company, 100; Henry F. Miller & Sons Piano Company, 75; Gibby Foundry Company, iron castings, 90; Sanitas Manufacturing Company, sanitary sup-

plies, 25; Jordan-Wakefield Company, reed furniture, 25; Wakefield Paper Box Company, 100; Middlesex Knitting Company, sweaters and knit goods, 35; Steel Specialties Company, 3; Industrial Chemical Company, 6; Wakefield "Daily Item" and Item Press, 15.

**Malden**, with a favorable location as regards the Boston freight terminals, and situated almost in the center of the densest of the population centered around Boston, has made most of its industrial advance during the present century. There are now 89 concerns engaged in the manufacture of some article, whose annual product is valued at \$26,062,516. Malden was an unimportant small town until the Boston and Maine gave it a railroad in 1849. It now has two railroads, nine stations, and the Mystic River has been deepened and widened so as to make it navigable to the city. Perhaps of greater advantage is the motor accessibility to all of the nearby ports and freight facilities, it being but thirty minutes by truck from all the most desirable outlets. The early railroad started Malden on its career as a shoemaking center, both rubber and leather being used. The Edgeworth Company of 1885 had sales in 1890 of \$2,000,000; the Rubber Shoe Company at this time exceeding this amount.

The present-day factories turn out a largely diversified list of products, the shoe, particularly rubber-shoe, meeting with a number of setbacks that deprived it of its preponderance as a source of wealth to the city. However, during the autumn of this year (1926) the rubber shoe industry took a new hold on life and started again with greatly enlarged activity. Among the articles manufactured in Malden at the present time may be included in addition to boots and shoes, both rubber and leather: Automobile tires, tops and bodies, soap, paint, brushes, union suits, sweaters and other knitted goods, lasts, leather, shoe stretchers and many of the machines and articles used in the making of shoes. Metal fasteners, women's and children's clothing, coats and overcoats for men, mechanical rubber goods, pressed and stamped steel products, raincoats, cocoa, upholstered furniture, paint and spraying machinery, cigars, nickel plating, percolators, lenses, cotton yarns and waste, coal-tar products, fire hose herbs, incandescent lamps, advertising specialties, marmalade, mattresses, oils, oxygen, name plates, paint goods and paper boxes.

The following table, compiled from statistics given out by the Massachusetts Department of Labor and Industries (1923), will enable the reader to note the comparative industrial strength of the towns and cities in the Metropolitan Boston area. They have been arranged in the order of the value of the products:



City or Town	Number of Estab- lishments	Capital	Value of Material Used	Total Wages Paid	Number of Workers	Value of Products
Cambridge .....	331	\$98,720,264	\$62,965,097	\$23,626,986	21,666	\$138,028,564
Somerville .....	141	31,429,022	40,621,760	5,852,152	5,342	53,213,217
Everett .....	119	50,221,163	26,390,940	6,464,623	5,137	49,952,287
Watertown .....	26	26,759,379	11,970,880	6,885,758	7,063	37,661,096
Malden .....	89	16,118,178	9,479,845	4,954,075	4,702	26,062,516
Newton .....	56	13,896,670	7,492,385	3,043,736	2,763	15,127,677
Waltham .....	96	31,655,472	5,196,970	6,540,354	6,167	14,845,277
Woburn .....	53	9,813,699	5,847,829	2,568,992	2,056	11,363,710
Wakefield .....	23	8,549,822	4,834,363	2,073,908	2,133	8,612,845
Winchester .....	16	5,166,934	3,868,516	1,546,324	1,163	7,618,866
Medford .....	46	5,461,222	3,185,948	1,530,268	1,465	6,350,628
Reading .....	15	2,256,829	3,164,018	616,588	546	4,644,774
Stoneham .....	17	2,280,093	1,561,680	795,988	745	3,442,223
Melrose .....	23	1,069,095	1,404,517	533,332	613	2,811,278
Arlington .....	25	1,844,500	531,094	266,883	190	1,343,973
Belmont .....	7	366,614	214,187	128,047	111	460,282

**Natick** has taken many remarkable strides since its founding as an Indian town by John Eliot in 1650, to reach its present high status as a modern industrial city. The "Apostle to the Indians" chose the locality because of its agricultural possibilities, and chose wisely, for the town always had many splendid farms, and agriculture was brought to a fine state of perfection. As a farm section, Natick grew but slowly, having at the end of a century only 700 inhabitants. Almost another century later, 1840, its population was still small only amounting to 1,285.

Manufacturing on more than a home-shop scale was introduced about this time, 1840, and in one decade the number of inhabitants had doubled, and in twenty more years had doubled again, there then, 1860, being 5,515 residents of Natick. It had become the third "shoe-town" in the county in the value of its boots and shoes. A brief story of the rise of this industry can be found in the story of Natick in chapter XXII.

In 1920, there were in the town forty-nine manufacturing establishments, employing 1,493, and turning out annually products to the value of \$7,393,397. The following is a list of the larger firms doing business in 1925 with certain items of interest concerning them: Acme Handle Company, makers of packing handles, employing 50, president, C. F. Brown, treasurer, George E. Vaighn; Ambler Saw Manufacturing Company, band saws, of which company John J. Carey is the proprietor; Ambler and Myriagraph Company, carried on by Harry E. Crigor, the trustee of the Ambler Estate, makers of stencil paper; Avon Manufacturing Company, Lester F. Sargent, president and treasurer, manufacturing leather inner soles; Baum Dairy Appliance Company, capitalized

at \$600,000, E. G. Baum, president, whose specialty is milk bottle caps; Black Diamond Saw and Machine Works, president, A. C. Ambler, secretary and treasurer, C. A. Ambler, makers of band saws and band saw machinery; Corrugated Paper Mills, manufacturers of corrugated paper containers, president, Albert Gutterman, treasurer, Aaron L. Strauss (this firm is capitalized at \$275,000 and employs 100 normally); W. L. Felch, makers of men's and boy's work shoes; Griess-Pleger Tanning Company, has plants here and at Peabody engaged in the manufacture of flexible inner soles; Harwood and Sons, with R. W. Harwood as president and treasurer, are extensive makers of baseballs; the Hawley, Folsom Company manufacture shirts; the Frank W. Hunt Company, tan sole leather; the Hygeia Beverages is one of the largest bottling concerns in the county; the Indian Spinning Mills specialize in woolen yarns; the J. D. Murphy Shoe Company, a partnership firm made up of five of that name, are one of the leading makers of men's and boys' shoes and boots; The Natick Box and Board Company employ 150 in the making of paper boxes and board; the Natick Pattern Works turn out pattern and model machinery; the Natick Printing Company; Natick Shoe Company specializes on women's shoes; the Natick Tag and Label Company, president and treasurer, W. D. Nugent; New England Pressed Steel Company, F. A. Barber president, use more than a hundred in its business; William F. Pfeiffer Company is another of the men's shoe concerns; the Stern-Mode Dress Company has plants both in Natick and Cambridge, being another of the well-known Middlesex firms; the C. Warren Company is a maker of machinery and tools; the Whipple Company, L. E. Whipple, president, F. G. Bailey, treasurer, are producers of jams, jellies and mincemeat.

It will be seen from a comparison with the names of those engaged in the shoe business in the past, that most of the firms now active in Natick are of recent formation, only a few now remaining of those which were established here during the height of this industry, the Pfeiffer Company, dating from 1870, being the notable exception. In other lines more of the old time companies are still active. The Ambler name remains connected with several industries. Shirt making is only one name removed from the Edwards concern of 1861; and Harwood & Sons still make baseballs as they did beginning in 1858.

**Winchester** in its early days was a shoe and leather town like its mother Woburn. The building of the Lowell railroad lay behind both the making of the town and the establishment of its industries. Lying so close to Boston, eight miles, its development has always been along the lines of a suburb, rather than an industrial place. Winchester is noted for its many fine estates, the number of manufacturing plants



being few, about fifteen, but these are, for the most part, of large size, with a large capitalization. A nearby town has thrice the number of factories, but the value of its productions is very much smaller and the total capital of its nearly fifty concerns is somewhat less than Winchester. The wide variety of products manufactured, and facts concerning the companies making them, are given in the following condensation of statistics of 1925 (the number of employees as given in these figures, refer to the totals of the company, both here and in branch shops):

Beacon Felt Company, makers of felt wheels and mechanical sheet, Robert Bacon, president and treasurer, is capitalized at \$10,000, and employs 30. The William F. Baird Company, construct truck bodies, and build refrigerators; William F. Baird is the proprietor, and employs usually about eighty. The Bay State Saw & Tool Manufacturing Company, Inc., manufacturers of hack saw blades; president and treasurer is E. T. Bailey; vice-president, George W. G. Poole; employing 20 people with a capitalization of \$20,000. The Beggs and Copp., Incorporated, makers of tanneries and leather, with Daniel R. Beggs, president; secretary, Donald H. Smith, employs over 700 people. The Eastern Felt Company, makers of felt wheels, have as their president, D. Murphy; vice-president, P. Noonan. Lamb & Nash, makers of machinery; president and treasurer, H. W. Lamb; secretary, F. M. Guidrey; with a capitalization of \$150,000. A. H. McLatchy Company, Inc., manufacturers of patent leathers; president and treasurer, Allen H. McLatchy; clerk, Arthur F. Ray, having a capitalization of \$10,000. The Puffer Manufacturing Company, makers of soda fountains, carbonators, and marble work; president, Alvin W. Puffer; secretary, Stanley B. Puffer; have a capitalization of \$500,000 and employ 200 people. The Wedgemere Manufacturing Company, makers of children's dresses and middy blouses; partners, Edwin M. Fuller and Herbert P. Poole. The Whitney Machine Company construct hide-working machines; secretary, W. C. Goddard; capital of \$150,000, and employ 125. T. O. Whitten Company, makers of gelatine; president, George R. Whitten; secretary, Charles O. Whitten; have a capital of \$250,000 and employ 90. Winchester Brick Company, manufacturers of sand-lime brick; president and treasurer, John T. Gallagher; secretary, James E. O'Connell; capitalization \$50,000, and employs 40 people. The Winchester Laundry, Incorporated, with branches in Waltham and Lowell; president, T. G. Perry; treasurer, A. T. Downer, have a capital of \$500,000; J. H. Winn's Sons, makers of dial hands; partners, Arthur L. Winn, Frank W. Winn, and H. T. Winn.

**Framingham**—The history of industrial Framingham, of its sudden rise in the manufacturing world, has many very interesting features.

It was little more than an out-of-the-way country village with undeveloped water powers until after 1800. The War of 1812 had thrown the United States more than ever upon its own resources in the matter of manufactured articles. In the scramble to be among the first to take advantage of this situation, Framingham suddenly awoke to the water power that was running to waste, and the first cotton, woolen and other manufacturing plants were erected around the dams built along the Sudbury River and its affluents. Within the two decades following the 1812 War, the town expanded from an agricultural locality with two or three corn and sawmills, the first dating from 1650, to one of the most active manufacturing places in the county.

The first of the many enterprises of this period were the Middlesex Manufacturing Company, 1812, makers of cotton goods, which led to the founding of Unionville; and the Framingham Manufacturing Company, 1813, weavers of cotton and woolen cloth, which brought the Village of Saxonville to the fore. The Saxon Factory Company, established 1822; the Saxon Cotton and Woolen Factory, 1829, and the New England Woolen Company, 1837, very large weavers of kersey cloth for the Union Armies during the Civil War, were some of the larger concerns of this period.

A carpet factory was started by William H. Knight in 1829; a paper-mill in 1817; straw hats and bonnets were made in large quantities from 1825 to 1845 (the first are said to have been made in 1799); the first silk mill was opened in 1836 as the Massachusetts Silk Company; and rubber working started with the Framingham India Rubber Company of 1836.

In 1924 there were 59 successors to the plants of a century before employing 4,362 hands, and turning out products with an annual value of \$18,842,173. The Dennison Manufacturing Company, with plants in Boston, Marlborough, Worcester and Framingham, is the largest of the present-day companies, as compared with others, and as taking the place of the first paper mill. A full account of its remarkable history is appended to this story of Framingham.

The following is a roll of the 1925 manufacturing companies in Framingham employing twenty-five or more: American Record Manufacturing Company, makers of phonograph records; Angier Corporation, waterproof wrapping paper products, president and treasurer, E. H. Angier, number employed 100; Archer Strauss Rubber Company, rubberized fabrics, president, M. B. Kaufman, employing 110; Auburn Last Company, shoe lasts, Henry H. Stone, president, employees, 35; Charles F. Baker and Company, wire nails, Walter F. Baker, president, employs 125; William Carter Company of Framingham and Springfield, a \$3,500,000 concern which gives work in its



two plants to 1,500; A. M. Eames & Company, makers of carriage and automobile wheels, employing 30; Framingham Foundries, one of the largest of the local concerns, specializing in grey iron castings, Noble Foss, president, employs 500; Hallett Freeman Shoe Company, women's McKay shoes, Joseph C. Hallett and Joseph Freeman partners, hands, 80; International Engineering Works, the great manufacturers of steam boilers and steel plate products, J. J. Prinderville, president, number of employees 900; R. H. Long Company, makers of machinery, capitalized at \$10,000,000, and employing 2,500; and the R. H. Long Motors Company, capital, \$1,500,000, employing 300 (of both of these large companies R. H. Long is president); The Manufacturing Equipment and Engineering Company, president and treasurer, S. D. Deland, makers of steel equipment, wash-bowls and drinking fountains, employing 70; The Roxbury Carpet Co., employing in Framingham and branches more than 600; William and Bridges Company, manufacturing paper and wood boxes, F. H. Claffin, president, employees, 150; Young and Holberton, Charles W. Young and John W. Holberton partners, make ladies' and children's straw hats, giving employment to 100.

It must be recalled that these are but a few of the largest of the manufacturing companies in Framingham. The story of the Dennison Manufacturing Company which follows includes many a side light on the industrial situation in the city.

In 1844, in the little town of Brunswick, Maine, two ingenious Yankees, Colonel Andrew Dennison, a shoemaker, and his oldest son, Aaron, a Boston watchmaker and jeweler, tried an experiment. The result is the Dennison Manufacturing Company. Aaron, finding the imported jewelers' boxes which he was using unsatisfactory, conceived the idea of putting his father's craftsmanship to a more profitable use than shoemaking. Purchasing some pasteboard and glazed paper, and going to Brunswick, he had his father cut out a few box forms which were fashioned into some of the first jewelers' boxes made in this country.

From the beginning Andrew Dennison's watchword was "quality." Quickly the superiority of his merchandise brought an influx of orders which overtaxed the productive capacity of his shoemaker's tools. Of an inventive turn of mind, Colonel Andrew devised a machine which enabled him to meet the demands of the market. As the industry outgrew the Dennison homestead, larger quarters were taken in the business section of Brunswick. There the box company's box manufacturing branch remained, except for a brief period, until 1894, when it was transferred to Roxbury, Massachusetts.

In 1849 Aaron Dennison, who was too busy with watchmaking to

continue in the box business, turned over the buying and selling duties connected with it to a younger brother, Eliphalet W. Dennison. Six years later the younger man purchased his father's interest, and from that time until his death in 1886, E. W. Dennison was the builder and leader of the business.

The first addition to the Dennison line was made in 1850, when the younger Dennison offered to the jewelers of Boston machine-cut jewelry cards in place of those they had been cutting by hand. The dieing-out process used in making this article led to the dieing-out of small jewelry tags; and these, in turn, suggested larger tags for the marking of general merchandise. In a short time, twine, cotton, and other findings were also being offered to the jewelry trade.

The marking tags devised by E. W. Dennison in 1854 gave him his first opportunity to sell to other trades besides the jewelers'. But it was a day of small economies. Tradesmen who had their boys spend their spare time cutting out "markers" from waste cardboard, at first could see no necessity for doing otherwise. In time, however, woolen manufacturers and dry goods companies came to realize that good-looking tags enhanced the appearance of their merchandise. Then a field quickly opened among many other trades.

The name Dennison now means "shipping tag" the world over, yet it was not until 1863 that shipping tags became an important factor in the business. "Direction labels," as they were called in those days, were either imported cloth tags with folded ends or paper tags with a metal eyelet, which, often proving stronger than the tag itself, pulled out easily. During the Civil War imported tags were hard to get, and the cost of metal eyelets became almost prohibitive. E. W. Dennison, alive to the possibilities of the tag business, saw the necessity of devising a new eyelet which would be stronger and cheaper than the metal one. The idea was evolved of reinforcing the hole on each side by a paper washer, or "patch." Upon the economic value of this patch rests much of the subsequent development of the company.

Merchants and manufacturers were quick to realize the value of the Dennison tag. During the first year sales reached ten million. In 1876 sixty million were sold, and in 1879, ninety million. Today annual sales approximate two billion.

Gummed labels, also useful both in marking and in shipping, formed in 1865 the next big addition to the Dennison line. The gumming was so satisfactory that a demand developed for a household and commercial adhesive of similar quality. Thus glue, to be followed later by mucilage, paste, and sealing wax, became a staple item.

In 1871 Mr. Dennison first imported from England tissue paper for his jewelers' line. Gradually this new item became popular as a ma-



terial for lamp shades, dolls' dresses and the like. In 1890 the English mill sent over the first shipment of machine-made "crinkled" or "crepe" tissue paper. Once the superiority of the new product for novelty work was demonstrated, a brisk demand developed. In 1894 Dennison produced the first rolls of crepe in their own factory; and by 1900 had practically ceased to import. The process of improving the quality of crepe was gradual. But in 1914 there was placed on the market "Dennison Crepe," characterized as more like a fabric than a paper. Uses for which the coarser crepes were unsuited were soon discovered. Now Dennison Crepe is to be found in all quarters of the globe.

In time various Dennison products became grouped into five main lines. The jewelers' line now includes jewelry boxes of every description, display fixtures, cases, and jewelers' findings. The dealers' line consists of hundreds of Dennison specialties which the retailer handles, such as gummed labels, sealing wax, adhesives, gummed cloth reinforcements, index tabs. Shipping tags, marking tags, baggage checks, and printed gummed labels make up the consumers' line, so called, because these items are sold primarily to business organizations for their own use. All crepe products come under the crepe line, which is sold both to dealers and consumers. The holiday line was developed by adapting items in the other lines to holiday uses.

The development of sales and manufacture, like that of the company's products, is a story of steady expansion. Mr. Dennison's first quarters in Boston were shared with a manufacturing jeweler. In one small room he displayed his goods, and cut his cards and small tags as well. In 1856 he hung out his own sign, "E. W. Dennison—Tag Manufacturer," at 163 Milk Street. This also was a salesroom and factory combined. In 1854 a small salesroom had been opened in New York City; and by 1862 the business in Pennsylvania justified the opening of a Philadelphia branch. The advent of the patented shipping tag in the following year carried the Dennison reputation westward, and in 1868 a Chicago store was opened.

With the development of so many new markets, production was hard pressed to keep up with the sales. The box factory was still in Brunswick. Three rooms in the same building, with the store at Milk and Hawley streets, Boston, held the jewelry card and small tag machinery. But the expanding shipping tag business brought up a problem which could not be met in such limited places. Arrangements were, therefore, made with the E. L. Perkins Company of Roxbury, suppliers of bristol board, to rent a part of their plant for shipping tag manufacture. As the demand for tags increased, more and more space was taken. Finally, in 1879, the Perkins property was purchased outright; and the machinery in Boston was moved there. In 1894 the box makers from Brunswick

joined the tag makers in Roxbury. The manufacture of sealing wax, however, was still carried on in Brooklyn.

As the possibility of further expansion at Roxbury was limited, the company took advantage of an opportunity to purchase a large factory in Framingham. During 1897 and 1898 the transfer of equipment and employees was effected. Since then much of the original plant has been rebuilt, and new property has been added till the factory floor space is over twenty acres. The payroll averages over four thousand people, who receive six million dollars annually in salaries and wages. In 1922 a branch factory was erected at Marlboro, Massachusetts, and in 1924 a shipping-tag factory was opened in London, England.

The company maintains four retail stores and thirty main sales offices in the United States and Canada. The foreign selling organization includes a retail store and sales office in London, and sales offices in Copenhagen, Mexico City, Havana, Buenos Aires, Rio de Janeiro, and Sydney, Australia. In 1925 the gross business done by the sales offices totalled over sixteen million dollars.

The financial and managerial structure of the Dennison business have had an interesting development. In the beginning the enterprise was a family affair: Colonel Andrew Dennison, and then E. W. Dennison, who, in 1855, purchased his father's interest, were the sole owners. A few years later the younger man took three of his employees into partnership under the firm name of Dennison & Company. In 1878 the partnership was dissolved; and the business was incorporated under its present name, the Dennison Manufacturing Company. The entire capitalization of the new corporation was represented by common stock which gave its owners the entire control and profits of the business.

By the change of 1878 E. W. Dennison desired not only to secure the advantage of incorporation but to share ownership of the business with those employees who contributed most to its welfare. Three years before the new company was organized, he wrote: "I am working quite hard to get our business into a form to pass to the good helpers we have as an inheritance. I am planning to incorporate it. Our helpers will become stockholders, their stock to be paid for in the profits of the company."

Throughout the decade following incorporation the risks of the enterprise were high, but by the close of the century, the business was so firmly established that its profits were conditioned only by the normal business risk. As money to finance the company's development could be secured at the ordinary rates of interest, it was no longer essential to offer investors unlimited profits. Moreover, much of the stock had by this time passed to persons unfamiliar with the problems of the business. In order to carry out Mr. Dennison's original policy of sharing



profits and control with those employees who were in a position to influence profits most and to understand the broader problems of the company, and in order to guard against the dangers of absentee control, a reorganization was effected in 1911.

The common stock was changed to non-voting first preferred stock with a cumulative annual dividend of eight percent. Provision was then made that all earnings remaining each year after deduction of expenses, reserves, and dividends, should be reinvested in the business and that title thereto, in the form of voting Industrial Partnership stock, should be distributed as extra remuneration, in proportion to salary, to the Managerial Industrial Partners, so called. At first these partners were all employees who received a salary above a given figure and who had been with the company for seven years. In 1919, however, it was deemed advisable to change these qualifications so that the Managerial Industrial Partnership would include only those employees whose work requires managing ability or a high degree of imagination, tact, or business judgment, and who have been with the company for five years. The Industrial Partnership stock is entitled to an annual cash dividend which varies with earnings.

After the reorganization it became evident that the company would profit from the suggestions of employees not in managerial positions, on matters relating to their own work. Accordingly, in 1919, these employees were asked to work out a plan for their participation in management. The plan they evolved was so thorough and well balanced that it was immediately approved.

The plan provides that the employees of each large department, or of a group of small departments, shall elect representatives to a General Works Committee which will promote and maintain just and harmonious relationships between the company and its employees, which will further efficiency, and which will improve working conditions. To aid the Works Committee in carrying out its program there are several standing conference committees, consisting of an equal number of committee and management members. Final decision in all cases rests with the management.

After the employees had assumed this direct share in the conduct of the business, they felt that they ought to share to some extent in its profits. The management also saw that the company might benefit; for there was reason to believe that such an arrangement would not only tend to improve quality of production, decrease waste, increase employee coöperation, and lessen the need of supervision; but would also develop among the employees a sense of responsibility arising from a direct interest in the business.

The Works Committee drew up a plan which, in accordance with their

wish, the management accepted on trial. The plan will be made permanent if experience shows that the employees have actually earned the share in the profits which they receive under its provisions. Each year, two-thirds of the earnings available for distribution after preferred dividends, reserves and expenses, is divided, in the manner described above, among the Managerial Industrial Partners, who are considered most influential in the creation of profits. The other third, in the form of Employee Partnership certificates, is divided among the Employee Industrial Partners, in proportion to length of service. These certificates which receive a rate of interest equal to the dividend on the Managerial Partnership stock do not carry the right to vote, because the recipients already share in internal management through the Works Committee, and their work naturally does not qualify them to pass wise judgment on financial and commercial policies.

This last step in the development of the Dennison Manufacturing Company makes the organization a true industrial partnership. Investors who do not share in the management of the company are given a fixed rate of interest in place of a share in the profits. The ultimate control of the policies of the company is in the hands of the Managerial Industrial Partners, while an important share of the internal management of the company is in the hands of the other employees. Thus each employee of the company has true representation in the conduct of the business, either through the Works Committee or as a member of the Managerial Industrial Partnership.



## CHAPTER XXV

### NEWSPAPERS.

Although what is now Middlesex County had one of the first printing presses in the Colonies, if not the first, although the county has produced many brilliant journalists, and though several of its towns have been centers of literary genius, newspapers did not flourish here until considerably after the beginning of the nineteenth century. Even at a far later period there were probably fewer local publications in the locality than in some sections of the country.

There were several reasons for this. One was that in the pre-Revolutionary days all the communities that made up the district were small in population, so small, indeed, that in many instances everyone knew practically everyone else. Local news was passed about by word of mouth on Sundays and "town meeting days," when the farmers and their families drove miles to the villages from their isolated homes. Often the sermons of the village preachers took the place of present-day editorials, commenting on local and other happenings.

In the nearby town of Boston there were newspapers, that consisted largely of news letters from England, which for the Colonists was the center of civilization. In the smaller communities there were subscribers to these papers, and the sheets were doubtless handed about from one to another, and their contents discussed wherever men gathered. One may guess how eagerly they were perused in the stirring days that preceded the Battle of Lexington and in those that followed shortly afterward.

After the Revolution, the rise of national spirit, the growth of population increased prosperity, and the introduction of machinery brought newspapers to a number of places, but for some time journalism in Middlesex County did not thrive. Boston was close at hand for the southern part of the county, and people were content to get their news from there. Education was more widely diffused here than elsewhere, outside of Boston, itself, and the sort of newspaper that could be produced in places of small population, at that time, would doubtless have been regarded with little respect. Another factor that may have had something to do with the slow growth of newspapers in Massachusetts was that there was not, and never has been in this State, the political patronage for newspaper publishers that has been offered in some sections. In some localities political parties have been more than generous in supporting from public patronage editors of their own persuasion, and often the ownership of a newspaper has been the title to substantial political

emoluments, while some states' laws have been framed to make a large amount of legal advertising compulsory. These conditions did not exist in the Bay State.

Shortly after the beginning of the nineteenth century newspapers began to spring up all over the county. The first of these newspapers, whose successor continues to be published, was "The Chelmsford Courier," founded in 1824. This newspaper, whose lineal descendant was the Lowell "Courier-Citizen," a publication of unusual quality which is quoted all over New England, has from the day of its first issue exercised a powerful influence in its community.

It was followed not long afterward by other newspapers, and indeed, through the past hundred years Lowell has produced an amazing array of bright newspapers and of journalistic enterprise. Many of these newspapers existed to support some vital cause, and when that cause ceased to be an issue went out of existence. They were none the less interesting and influential while they were issued. Others remain until the present day.

Perhaps the most interesting paper in the county, in regard to its history as well as in many other respects, is the Lowell "Courier-Citizen" above referred to. It has gone through many changes, been published in different places, and has absorbed other journals. It originated, it is said, in "The Chelmsford Courier," whose first issue bore the date of June 25, 1824. It was published by William Baldwin at Middlesex Village, which long since became a part of the city of Lowell.

During the first year of its existence the "Courier" had the misfortune to be burned out, but it soon appeared again under the name of "The Chelmsford Phoenix." Shortly before this a Unitarian clergyman by the name of Rev. Bernard Whitman, became editor, Mr. Baldwin remaining the publisher. In another year the paper changed ownership and became "The Merrimac Courier." Next it was called "The Lowell Journal," and under that name in 1831 was published for a time as a daily. In 1835, after a short suspension, it was combined with a paper called "The Mercury," which had been started subsequent to the issue of "The Chelmsford Courier," and issued tri-weekly. It was then taken over by the Lowell "Courier," first published by Huntress & Knowlton in 1835.

After a number of other changes the property was sold in 1841 to William Schouler, later Adjutant General of the Commonwealth. In 1867 the paper was taken up by George A. Marden, a prominent man in Lowell at that time, and E. T. Rowell. The Marden family has always remained connected with it, and Philip S. Marden is now the publisher. It has continued to absorb other papers, among them the Lowell "Citizen," which was founded in 1856 by combining the "Daily Morning



News," started in 1851, "The American Citizen," started in 1854, and "The Daily Citizen," started in 1855.

In the half century which followed the publication of Lowell's first newspaper some thirty or forty others were started, nearly all of which have passed into oblivion, but some of which flourished for years and had a great part in the development of the community. One such was "The Vox Populi," one of whose originators was said to have been the famous General Benjamin F. Butler. This paper espoused the cause of the common people, particularly the mill operatives, and for a long time had a wide circulation both in and outside of the city.

Among other publications during this period were some whose names were so quaint as to bring a smile to the reader of today—"The Album or Ladies' Common Place Book," "The Rose Bud," "The Pledge and Female Advocate," "The Casket," "The Ladies' Repository," "The Ladies' Pearl," "The Middlesex Washingtonian and Martha Washington Advocate," "The Gad-Fly," and "The Ladies' Magazine and Casket of Literature," were among the number.

The publications of Lowell today are, besides "The Courier-Citizen," "The Sun," published by John H. Harrington, which was started in 1878 by Daniel J. and John H. Harrington, and has long been known as a well-printed and well-conducted newspaper, "The Sunday News," L. T. Mower, publisher, "The Telegram," J. A. Lambert, publisher, "The Town Tatler," published by The Town Tatler Publishing Company, "The Leader," Sidney K. Fleet, publisher, "Le Clairon," Le Clairon Publishing Company, and "L'Etoile." The last two named are French publications. "Le Clairon" was established in 1905. It is an eight-page paper which has a circulation in Lowell and surrounding towns.

Cambridge, with its world-wide educational and literary fame, its rapid growth and present population of nearly 120,000, has had a far less active newspaper life than Lowell. Even today, in spite of its size, it has no daily publication, unless one counts "The Harvard Crimson," which circulates among the students of Harvard University. Several attempts have been made to introduce a daily but none survives today. The reason commonly given for this is the city's proximity to Boston.

It has four weekly newspapers, and two, at least, of unusual worth and prosperity. One is probably the largest weekly newspaper in New England, if not in the United States. This is "The Cambridge Chronicle," whose history in the eighty years of its existence has been one of steady growth.

"The Chronicle" was not the first paper in Cambridge, for there was published in 1843 the short-lived "Palladium," and there may have been other attempts at printing a newspaper in the community prior to that, but none of them met with lasting success.

By a coincidence the first issue of "The Chronicle" was published during the same week that the city of Cambridge was incorporated, so that it may be said to have begun its life along with the municipality, and ever since it has been an integral part of the community's life.

The first publisher of the paper was Andrew Reid, a native of Bathgate, Scotland, who had come to Nova Scotia and then to Boston. He was a printer of considerable experience. The prospectus of the paper announced that it would "give an accurate account of foreign transactions and domestic incidents with such occasional comments upon them as shall serve to produce a good moral influence, to devote a suitable portion of it to the current history of literature, and of benevolent associations, and of the efforts and discourses of individuals in the cause of moral reform; to record the proceedings of the general government and the government of the Commonwealth of Massachusetts; and to fill a due proportion of the columns of the paper with remarks upon important political measures."

The new publication made creditable headway, but in less than a year after its first appearance the publisher died. "The Chronicle" languished for some months but it was soon taken up by another publisher, John Ford, who ran it for about ten years. Later George Fisher published it until 1873 when he sold it to Linn Boyd Porter, who had been connected with the "Boston Journal." Mr. Porter was an able newspaper man, who afterward became well known as a novelist. Under his management the paper continued to improve and to establish itself as an institution in the city. It was sold again to F. Stanhope Hill, who held it for five years, at the end of which period it was taken over by its present owners, C. Burnside Seagrave, who had conducted a newspaper in Arlington, and James W. Bean. During the last epoch of its history it has achieved a success that few weekly newspapers anywhere have equalled.

Another newspaper which has won distinction through many years because of its high quality has been "The Cambridge Tribune." This publication was founded in 1878 by D. Gilbert Dexter. At that time there was, besides "The Chronicle," a successful paper called "The Press," which since has gone out of existence. These two papers were situated in the business section known as Central Square and were in close proximity to the City Hall. It was natural that they should devote the main part of their attention to that portion of Cambridge. Mr. Dexter located in the vicinity of Harvard Square close to Harvard University and the aristocratic residential section of the city. It was his thought to give particular prominence to this district, and although "The Tribune" today covers news of all parts of Cambridge, this handsomely gotten-up paper has continued to give its principal attention to



it. Now, of course, this section has substantial business as well as residential property so that it alone would make a field for a newspaper.

After some eight years of enterprising work Mr. Dexter's health gave way and he sold the paper to William E. Howland, who conducted it until, in 1891, he was called to assume management of "The Christian Union" in New York. Later he was associated with the successor of that publication, "The Outlook."

F. Stanhope Hill, who had been connected with "The Chronicle," was the next owner. Under his management "The Tribune" prospered. It was he who interested many of the prominent Cambridge literati in writing for the paper regularly as well as in special issues. It was always his ideal to publish a paper, which, while fulfilling the mission of a local newspaper, should also prove of interest in a far more than local sense. He followed this policy with success.

In 1901 Mr. Hill sold the property to Gamwell & Harrison, and they set about energetically and intelligently to carry out and improve their predecessor's plan. Mr. Harrison, however, died suddenly after the first issue of the paper under the new management, and another partnership was formed with F. Lee Robinson, a young man of marked attainments formerly connected with "The Chronicle," and in 1913 the entire business was sold to him.

Under Mr. Robinson's régime the paper had one of its best periods. It was attractive, interesting and of high quality, winning an enviable reputation for itself. It had attained a position that few local papers attain, when in 1922 Mr. Robinson died. The publication is continued and maintains its high standard under the editorship of his widow.

The other Cambridge newspapers of individuality are: "The Cambridge Recorder," Edward J. Sennett and James H. Murphy, proprietors, and "The Sentinel," published by H. J. Mahoney. Another paper is "The Cambridge Advocate" (colored).

Waltham is a city whose history is replete with stories of numerous journalistic enterprises, some of them very interesting, but whose sole newspaper today is "The Waltham News-Tribune," a prosperous and vigorous publication.

The newspaper life of the city began with the publication called "The Hive" in 1833, issued on alternate Saturdays by S. B. Emmons. Three years later it was supplanted by a paper called "The Waltham Star," which was soon suspended. This was followed by "The Middlesex Reporter," edited by Nathaniel P. Banks, Jr. "The Waltham Mirror" appeared in 1848 and lived a year. "The Rumford Journal" and "Waltham Advocate" had brief careers.

In spite of the record of unsuccessful newspapers printed in the place for a period of more than thirty years, Josiah Hastings had the courage

to establish in 1856 "The Waltham Sentinel," which continued to be published until 1877 when it was merged with "The Waltham Free Press."

This last-named newspaper, destined to become for many years a powerful influence in the community, was founded in 1853 by George Phinney. In 1884 it was bought by Robert B. Somers, who later took as a partner Alexander Starbuck. The latter eventually took over sole ownership, and the paper has until recently continued as a successful enterprise.

There have been many newspapers started in Waltham, which made plucky battles for existence, and a number of them met with some success. Among the early ventures were: "The Waltham Record," founded in 1876 by Barry & Berry, which later was bought by Pratt Brothers of Marlboro and transferred to their office; "The Waltham Times," which lived about a year; "The Charles River Laborer," and "The Christian Freeman" and "Family Visitor," which was edited by the once popular author, Rev. Sylvanus Cobb. The last-named publication was later merged with "The Trumpet," which, in turn, was merged with "The Christian Leader."

The paper which has emerged triumphant out of all these and many more efforts through nearly a hundred years was started as "The Waltham Daily Tribune" by Eaton & Reed. Later it was taken over by The Waltham Tribune Company. During the past twenty-five years its life has been active and its growth satisfactory. In that period many attempts at running newspapers in Waltham have been made, but they did not develop the staying qualities of "The Tribune." As "The News-Tribune" it is published by Albert P. Langtry.

"The Pioneer" was the first paper to circulate in what is now Hudson, dating back to 1859 and published in Marlboro. It later bore the name of "The Feltonville Pioneer," and when Feltonville became Hudson the paper was given the name of the newly incorporated town. There was also in 1859 "The Marlboro Mirror," published by Stillman B. Pratt, which included Feltonville in its territory.

December 18, 1860, "The Feltonville Standard" made its appearance, published by J. M. Farwell of Marlboro. There was nothing to indicate the place of publication but inasmuch as Farwell was then printing the "Marlboro Standard" in that town it is reasonable to suppose that the Feltonville issue was run off in the same office. There is no record at hand as to the number of years the "Standard" was published.

In February, 1865, Charles A. Wood purchased the "Pioneer" and changed the place of publication from Marlboro to Hudson. This appears from records to have been the first newspaper actually printed in



Feltonville. A little more than a year afterward Feltonville became Hudson and the paper, "The Hudson Pioneer."

After two years the name of William W. Wood appeared as publisher, with office and plant in the Trowbridge Block. In 1872 Wood & Rawson had become owners, and in the early eighties another change was noted, Pratt Brothers being owners and the office of publication Marlboro.

"The Times," another Marlboro publication, was the next to try its fortune in Hudson, with Charles F. Morse as editor and owner. In its issue of December 19, 1878, the front page was covered with a lecture on Christianity by Rev. Hilary Bygrave, the minister of the First Unitarian Church of Hudson.

Next, in 1880, came the "Hudson Register," conducted by Frank J. Stiles, and printed in Jeffs' Block. This paper never got a grip on the public, and its life was short.

Early in 1883 Oscar Persons, in the interest of Charles F. Morse of Marlboro, established "The Hudson News." In September it was purchased by John F. Wood and the name changed to "The Hudson Enterprise." It was first printed in the Chase Block, but, after a short time, the office of publication was changed to Marlboro. In 1888 Mr. Wood sold his interest to a Marlboro syndicate and withdrew from the paper.

The next to appear on the scene was "The Hudson Independent." It was in the interest of Peter B. Murphy, owner of "The Marlboro Times," and sent out from that office. R. D. Caldwell was instrumental in getting it started in Hudson. "The Hudson News," the second of its name, was started in May, 1899, by Robert S. Osterhout and William H. Murphy in the old Houghton Block. A little over a year later Mr. Osterhout bought a partner's interest and became associated with Richard Moscrop, who remained with the paper several years.

In 1901 A. W. Lloyd bought the interest in "The Hudson Enterprise," which was still published in Marlboro. He did not hold it long, and December 8, 1902, saw the first issue of "The Morning Sun," published by A. W. Lloyd and William H. Murphy. Two years later Mr. Murphy acquired full interest, and changed the name to "The Hudson Daily Sun," which had a life of about twenty years.

The Marlboro Enterprise Company, which after taking over the interest of John F. Wood had continued to send a weekly and daily edition over from Marlboro, dropped its daily paper in Hudson, and sold the rights in the weekly newspaper to Edward F. Worcester, who began in 1909 to issue it from the plant of The Hudson Printing Company. Mr. Worcester continued as publisher until December 15, 1910, when he decided to relinquish editorial cares and disposed of his rights.

to "The Hudson News," which by the merger became "The News-Enterprise." This plant is now in its twenty-seventh year.

Labor Day, 1923, a syndicate controlling "The Marlboro Daily Enterprise" began to circulate a daily paper in Hudson, having bought from William H. Murphy right, title and good-will of "The Hudson Daily Sun." This paper, the most recent in Hudson, is like the earliest printed in Marlboro.

"The News-Enterprise" publishes weekly editions under the names of Berlin, Bolton and Stowe.

Up to 1872 there had been no printing in Wakefield. In the summer of that year a company of ten of the active business men of the place resolved to make a first-class newspaper for Wakefield and started "The Citizen."

About the same time a club composed of men in favor of Horace Greeley for president began the publication of a paper called "The Advocate" in a room over the postoffice, simply having the type from which it was set up. The press work of this, as well as that of "The Citizen," was done in Boston. After publishing five or six numbers, or early in September, "The Advocate" was sold to W. H. Twombly, who at the time knew nothing of the existence of "The Citizen" but supposed this to be the only publication in town. However, he resolved to have a complete newspaper and job office established in Wakefield. Cyrus Wakefield furnished quarters in his factory for a printing plant, and Mr. Twombly hired desk room in a store on Main Street for a publication office. Soon after this Mr. Wakefield suggested that the name of the paper be changed to "The Banner," a suggestion which Mr. Twombly followed.

"The Banner" prospered until the hard times of 1873 came on. In October of that year Mr. Wakefield died suddenly. This changed the aspect of affairs. The company that was organized to take over the rattan business which he had so successfully conducted took away job work and other business that had been granted to the paper. On the first of January, 1874, "The Banner" bought "The Citizen" of Dr. Adams, Jr., who had become sole owner, and united the two papers.

In April "The Citizen" and "Banner" office removed to Albion Hall just vacated by The Methodist Society. Here it remained with considerable success, until November, 1875, when it was removed to Wakefield's Block, where the younger Cyrus Wakefield had fitted up a convenient office for the newspaper. March 1, 1880, Mr. Twombly sold the newspaper and office to Chester W. Eaton, who successfully managed the concern for eleven years, when he sold out to Maitland P. Foster.

In May, 1881, Mr. Twombly, who had become publisher of "The Reading Chronicle," started a new paper called "The Wakefield Bul-



letin," which was continued with some success until 1887, when it was sold to Frederick W. Young, who had a year or more previously begun the publication of a paper called "The Wakefield Record," and he united the two as "The Record and Bulletin." In 1893 he sold out to The Record Publishing Company. Carl E. Dunshee conducted the paper until his health broke down, when early in 1894 it was absorbed by "The Citizen and Banner."

In May, 1894, Frederick W. Young began the publication of a little daily paper called "The Wakefield Daily Item." In June, 1911, "The Item" took over "The Citizen and Banner" interests, and today under the editorship of Harris M. Dolbeare it is one of the brightest and most successful small dailies in the county.

The first paper published in Reading was started about 1868, and was called "The Chronicle and News." It was originated by Henry C. Gray of "The Stoneham Sentinel." After publishing it for several years he sold it to E. A. Hill of Reading, who started the first printing office in the town. Mr. Hill continued the paper for a number of years, having at one time as a partner a young man from the western part of the State named Carlton T. Tolman, who afterward became sole proprietor. In 1880 the office was sold to John Mandeville, who had been acting as foreman. In December of the same year W. H. Twombly bought the concern. The office was immediately moved to commodious quarters. The paper was enlarged and printed in new type.

Early on the morning of June 17, 1883, the office was entirely destroyed by fire which also consumed the block in which it was located and much other property. Immediately an unoccupied store was secured, and the task of gathering material for a new office was begun. The next issue of the paper was printed in Boston, but the subsequent one was issued from its own premises, press work and all. The office continued in town for some years. As the two sons of Mr. Twombly became of age they were taken into partnership, Willie E. in 1885, and J. Frank in 1887, and they are now the publishers and editors.

The changes in the paper have been many—from old-style hand setting methods to modern linotype machines, from hand presses to electric power presses. A modern job printing department with all improvements is connected with the paper.

"The Malden Evening News" was established on March 16, 1892. It now has a circulation of more than 10,000 daily, which covers Malden besides circulating to a considerable extent over the boundaries of the contiguous cities of Medford, Everett, Melrose and Saugus.

It is independent Republican in politics and specializes in local news. Its circulation is said to be the largest of any local paper in the suburbs of Boston and the largest in Middlesex County outside of Lowell.

"The News" is housed in one of the most attractive newspaper homes in which a newspaper of its size is published in New England. The building was designed by Desmond & Lord of Boston, and is of the Adams colonial type; the exterior is of Indiana limestone. Large windows with transoms give it more daylight than any other building in Malden, giving its plant the best working conditions in this respect of any building of its size in Massachusetts. On the street floor are the composing room, counting room, news room, boiler room, store room and room for news print.

"The News" is equipped with the most modern printing machinery including a Duplex Rotary press and an ample battery of linotype machines and all the latest in newspaper equipment. The composing room is lighted at night by the Cooper Hewitt system which presents a most attractive appearance, giving a soft bluish light. "The News" was the first newspaper in the country to adopt this system of lighting which is so easy for the eyes of the printers. It is published by "The Malden Evening News" Publishing Company.

"The Belmont Citizen" came into existence as the result of a conference between the present publisher, R. C. Metcalf, and the Newspaper Committee of the Belmont Civic Association, now defunct, one Sunday evening late in March, 1919. Four days later the first issue appeared, dated March 29.

"The Belmont Patriot" had been published during the previous year under the auspices of the Public Safety Committee, its board of editors serving without compensation, but at the conclusion of the war they had felt that their work was completed.

This left Belmont, a fast growing town, without a local newspaper, and Mr. Metcalf stepped into the breach believing that by hard work and enterprise he could make a success of the venture. He was at that time editor of "The Newton Times," but after a few months gave up his work in Newton and devoted his whole time to "The Citizen." He found, as he had expected, plenty of hard work, but by the second year had the paper standing on its own feet.

He has conducted the paper with the thought in mind that a good town deserves a good newspaper, and the townspeople have apparently agreed with him for "The Citizen's" subscription list has steadily increased. Mr. Metcalf tries to serve the people of Belmont by publishing for them a genuine community newspaper, which gives them the news of the town from week to week, welcoming every opportunity to speak words of commendation but hesitating to publish that which may serve no good purpose unless it be in the light of an example.

Arlington has had a number of newspapers, but none of them save "The Arlington Advocate," which has probably existed longer under



one management than any other newspaper in the county, gained and held a prominent position.

Some thirty years ago C. Burnside Seagrave, now editor of "The Cambridge Chronicle," published "The Arlington Townsman," but after about two years it ceased publication. A few years later Frank Gray started "The Arlington Enterprise," but that met a like fate. About ten years ago Walter Kenny began publication of "The Arlington News," which was later taken over by "The Mercury" of Medford. In 1922 Edward A. Geary started "The Arlington Independent" which was published for three years and was easily one of the best small town weeklies in Middlesex County, but which was suspended because of insufficient capitalization, leaving "The Advocate" in control of the field as it has been for most of the fifty-five years of its life.

The first issue of "The Arlington Advocate" was December 17, 1871. It was in the form of an advertising sheet left at every home in Arlington, announcing the beginning of regular publication with the first Friday of January, 1872. John L. Parker, proprietor of "The Woburn Journal" was the owner and editor, and "The Advocate" was in the beginning issued from the printing plant of that newspaper.

November 28, 1874, Charles S. Parker, who had purchased right, title and interest in "The Advocate," issued the first number under the new ownership. It was in enlarged form of one additional column on each page of the four it contained. January 7, 1882, it was further enlarged to eight pages. To accomplish this the mechanical department had been added to by the installation of a power press and engine. Prior to that the paper had been printed on an old-fashioned hand press.

On attaining his majority in 1884, Mr. Parker's son, Edgar Dudley Parker, was given an interest in the business, and under this impulse it grew rapidly. The younger Mr. Parker died December 16, 1916. Since then the senior Mr. Parker, assisted most efficiently by his daughter, Miss Grace Parker, has conducted the business. Though now in his eighty-eighth year, Mr. Parker still is active in the business, being probably the oldest editor in the State.

The present "Winchester Star" is the only publication in the town whose name it bears. It was founded in 1889 by Theodore P. Wilson, though it found its origin in a part of the "Stoneham Independent" in 1880. Mr. Wilson acted as correspondent for the Stoneham paper prior to the purchase, and early saw the opening for a strictly local paper. A paper called the "Star" had been run by Whittier Brothers and Mr. Wilson purchased the rights and good will of this. His forty years' experience in the office of "The Boston Traveler" had given him valuable equipment for carrying on the new enterprise.

Since its establishment the "Star" has steadily grown with its field

and town, which now ranks as one of the foremost residential suburbs of Boston.

The "Star" was one of the first suburban weeklies to print its entire edition in its own plant, and likewise one of the first to install machines for typesetting. In 1915 it moved into its own building and from there is now issued. It has been continuously in one family, being now carried on by Theodore P. Wilson, Jr.

On May 16, 1869, John Henry Turner began the publication of "The Public Spirit" in Groton Junction. From November 3, 1870, to January 11, 1872, it was called "The Groton Public Spirit," but on January 18, 1872, the name was again changed to "The Public Spirit." In the meantime the village known as Groton Junction was set off as a separate town under the name of Ayer. The newspaper on March 13, 1875, took the title of "Turner's Public Spirit," and is now a well-known journal, circulating widely in northern Middlesex County and southern New Hampshire. On August 23, 1884, Mr. Turner issued the first numbers of various papers under different headings. There are now eleven papers issued by the concern, "The Groton Landmark," "The Littleton Guidon," "The Westford Wardsman," "The Harvard Hillside," "The Shirley Oracle," "The Townsend Tocsin," "The Acton Advance," "The Pepperell Clarion-Advertiser," "The Hollis (New Hampshire) Homestead" and "The Brookline (New Hampshire) Beacon." In addition to the Ayer publication, Mr. Turner's son, George H. B. Turner, took over the management of those papers January 1, 1911, and has continued to keep it since.

Among the publications, not local, in Middlesex County, is "The Pigeon News" of Medford. It was first issued in January, 1895, as a semi-monthly, and was continued as such until the year 1914, when on account of the war conditions, it was changed to a monthly. It has been enlarged and continued as a monthly since.

It has been published from the beginning by C. E. Twombly, and has never missed an issue. It is devoted principally to fancy pigeons, their breeding for improvement, and the advancement of pigeon shows in all parts of the country. It is sent to subscribers in all corners of the world, including all foreign countries, Cuba, Hawaii, Alaska, etc.

The paper now consists of twenty-four regular pages. Its advertising columns are used by numerous fanciers in America, and the reading matter is contributed by writers and fanciers from nearly every State in the Union. Illustrations of ideal pigeons of many different varieties are used monthly; "The Pigeon News" enjoys the distinction of being the oldest fancy pigeon paper in the world, conducted from the beginning under the same management.

Lexington has two newspapers, "The Minute Man," published by



Charles S. Parker & Son, which firm publishes "The Arlington Advocate," and prints both papers in the same office in Arlington. The first issue of "The Minute Man" was published on the same date as the first issue of "The Advocate," December 17, 1871. It has become a tradition in the famous old town, and is widely read.

The only local newspaper actually printed for Lexington in the town, itself, is "The Lexington Times." This paper was first published in 1922 by The Hadley Press, Incorporated, of which the principal owners were Charles Elliott Hadley, Elinus Hadley and Earl L. Hadley. For several months the paper was printed in Boston, but in November, 1923, The Hadley Press installed a newspaper plant. The paper rapidly grew in favor, and is now firmly established in the community. In 1924 Elinus Hadley, while serving the town as a volunteer fireman, was killed. The following year Earl L. Hadley removed to California and sold out his interest to Charles Elliott Hadley, who is manager and editor. Mr. Hadley has as associate editor Thomas H. Rogers, formerly connected with The Riverside Press of Cambridge and Houghton & Mifflin of Boston.

Newton has four weekly publications, "The Newton Graphic," "The Town Crier," "The Newton Journal," and "The Circuit."

"The Graphic" is the lineal descendant of "The Newton Republican," which was established June 13, 1873, by William W. Wood and Stillman B. Pratt. It was taken over by The Newton Republican Publishing Company, which was organized in 1877, and which sold it to Charles F. Read in 1879. It was purchased in 1882 by Henry M. and Frank H. Burt, who changed the name to "The Graphic." Henry H. Boardman became editor March 7, 1885, and two weeks later it consolidated with "The Newton Transcript." Edward D. Baldwin bought the paper in 1886 and in 1900 sold it to The Newton Graphic Publishing Company, J. C. Brimblecom, editor, and under that management it is today one of the outstanding small weeklies of the county.

"The Town Crier" circulates mostly in the south side of The Garden City, covering Newton Centre, Newton Highlands, Newton Upper Falls, Newton Lower Falls and Waban. It was started in 1898 by John Temperly, its present publisher, as a house organ to give some impetus to his printing business. It proved a business getter, and gradually evolved into a newspaper. Politically it is independent and seeks to advocate improvements and movements for the conservative advance of the city along varied lines.

"The Newton Journal," which was the first newspaper published in Newton, was established September 1, 1866, by Henry M. Stimson. The present owner, George H. Pratt, who had been employed in different capacities from 1869, purchased the property in 1882. He has been

connected with the paper for a period of fifty-seven years—forty-eight years as editor.

"The Natick Observer," which was first published in 1856, and "The Natick Times," started in 1865, were the papers which preceded "The Natick Bulletin." In 1869, under the ownership of W. W. Hemenway, the name of "The Times" was changed to "The Bulletin." It was later published by Hemenway & Mayhew, then by Cook & Sons of Milford, then by Horace L. Welles. In 1882 it passed into the hands of George C. Fairbanks, and is now conducted by him in partnership with H. W. Fairbanks. The firm has, from time to time, published several other newspapers, among them "The Cochituate Enterprise," "The Saxonville News," "Sherborn Mirror" and "The Wellesley Review."

"The Natick Citizen" was founded in 1878, when a number of prominent men, feeling the need of such a newspaper as they had in mind, backed Ryder & Morse in its establishment. Four years later, Mr. Ryder, removing to California, and Mr. Morse being appointed Judge of the District Court, a stock company was formed and Erwin Walcott named as editor. After three years Mr. Walcott was succeeded by Charles D. Howard. The paper is now in the hands of Edwin Cooper.

"The Townsend Times" is an independent weekly issued on Thursdays. It was founded December 27, 1823, by Charles K. Johnson. It has been issued in tabloid form since March 22, 1924. In June, 1924, it was taken over by A. L. Leeman, who still publishes it.

Other publications in the county are: "The American Fern Journal" in Auburndale, The American Fern Society, publishers; "Health Education," The Health Educational Company; "The Billerica Enterprise," Maurice A. Newman, publisher; "The Everett Gazette," Elmer E. Spear, publisher; "Everett Herald and Republican," Charles T. Hall, publisher; "The Framingham News," C. J. McPherson, publisher; "The Acton News," "The Maynard News" and "The Sudbury News," published by The Hudson News-Enterprise; "The Marlboro Enterprise," "The Acton Enterprise," "The Bedford Enterprise," "The Concord Enterprise," "The Maynard Enterprise" and "The Sudbury Enterprise," published by The Marlboro Enterprise Company; "The Medford Mercury," "The Medford Messenger," Samuel Elder, publisher; "The Melrose Free Press," George H. Haskins, publisher; "The Melrose Home Sector," W. F. Mason, publisher; "The Melrose News," "The Natick Herald," P. Victor Casavant, publisher; "The Natick Tribune," Llewellyn P. Pulsifer, publisher; "The Somerville Herald," Truell Emerson, publisher; "The Somerville Journal," Leon M. Conwell, publisher; "The Stoneham Independent," George R. Barnstead, publisher; "The Watertown Sun," Avery Brown, publisher; "The Watertown Tribune Enterprise," Oscar M. Kennedy, publisher; "The Wayland Gazette," L. E. Pulsifer,



publisher; "The Weston Journal," L. E. Pulsifer, publisher; "The Woburn Daily Times," James E. Haggerty, publisher.

In Cambridge the following special publications are published: "Fibre," Frederick L. Babcock, publisher; "Granite, Marble and Bronze," George R. Ford; "New England Grocer and Tradesman," C. W. Willis; "Printed Salesmanship," E. T. Steiger; "The Harvard Advocate," "Harvard Alumni Bulletin," "Harvard Crimson," "Harvard Lampoon," "Harvard Law Review," "Harvard Theological Review," "The Radcliffe News," "Radcliffe Quarterly," "The Tech," "Tech Engineering News," "Technology Review," "Voodoo."





## CHAPTER XXVI

### FRATERNAL ORDERS AND SOCIETIES.

It is estimated that there are in Middlesex County, three thousand fraternal orders, benefit societies, lodges, social, business and civic organizations, benevolent, military and industrial associations, clubs, brotherhoods and other friendly bodies. The most of these are located in the cities and large towns, the more rural sections finding that only by centering their efforts in the larger civil divisions can they form an organization of sufficient strength. One of the cities in Middlesex has more than 250 orders, societies and clubs; another having almost a like number. Many of these are not of great importance to the community as a whole, but there are few that fail to give an outlet to some interest or activity of their members, or play no part in the life and progress of the town. The list of clubs or organizations to which a man belongs throws almost as great a light on his character as his deeds as a business man or citizen. Probably this same thing is true of a community. Compare the fraternities in Lowell with those of Newton, or of Somerville with Cambridge, cities almost of a size and next door neighbors, and no one, even if he came no nearer than a thousand miles of the places, could make the mistake of thinking them similar in character or interests.

The history of the fraternal orders, societies and the like, of Middlesex, would make an interesting book, but as a chapter in a county history, would extend to such length as to break down the forbearance of the most kindly. Little more can be attempted than to name the organizations in the larger towns and cities, with a brief explanation of the origin and purpose of some of the larger associations. Their growth in the county is an illustration of a natural development, the evolution, or one stage of it, of the early town. As we know, the town was a characteristically New England affair, the town meeting something unique; the union of town and church unlike anything to be found elsewhere. These peculiarities were brought about by circumstances rather than by plan. A town organization was formed to have a church, usually, and the reverse was sometimes true. The Pilgrims, making their home in a strange land, had to stand close to each other merely to survive. The religious motive played a large part in their coming. Hence we find groups founding towns and churches simultaneously, whose interests were so completely intertwined that it took two centuries to completely separate them. The early church was the social governmental, and sometimes convivial center (the church and tavern

often being interrelated). The first churches were our first fraternities. The need for something different was not realized during the first century.

**Free Masonry**—Then came Free Masonry, the first of the fraternal movements to become rooted in America. Because of the place it has always had in the development of communities, and its priority of establishment, no history of a section can well be written without some reference to the various lodges. Then, too, it is one of the largest and most cosmopolitan of the fraternal orders of the world. Unless Russia be the exception, Masonic bodies are to be found in every civilized country. The world membership is probably nearly 3,000,000, more than two-thirds of which is in America. Sixteen percent of the total number of Masons reside in England, where in 1617 the first of the regular lodges was instituted. The Grand Lodge, in England, goes back to a century later, and there was but one degree until 1724, when three were established.

The first that is heard of Masonry in this country is just prior to 1730, the year in which His Grace, the Duke of Norfolk, Grand Master of the Free and Accepted Masons of England, deputed on June 5, 1730, Brother Daniel Coxe, a justice of the Supreme Court of New Jersey, as the "Provincial Grand Master of the Province of New York, New Jersey, and Pennsylvania in America." There seems to have been a lodge meeting irregularly in Philadelphia before the appointment of Brother Coxe. Franklin referred in his Pennsylvania "Gazette," of December 8, 1730, to the "several lodges of Free Masons erected in this Province." Coxe, supposedly, issued to the St. John's Lodge of Philadelphia a charter some time before 1733. The St. John's of Boston very surely was chartered in 1733, becoming the center of the organization in New England.

There was but little growth made by these early lodges, possibly because their purpose was misunderstood, and the organization frowned upon both here and abroad; neither was the time at hand when fraternal organizations were greatly needed in the community. During the Revolution, there were many traveling lodges formed, and prior to this period, at least forty-nine charters had been granted between 1746 and 1764 to lodges with British troops, and some of the Americans, who were stationed in various parts of the country. Masonry, at this time, almost became exclusively a military order. After the Revolution, members of these military lodges sought to revive the order which had been greatly reduced in numbers by the breaking up of the Colonial troops, and the return of the British soldiers to their homes.

There seems to have been few lodges established in Massachusetts until after the government of the State had been perfected, and the



loosely connected colonies or States had been joined into the United States of America. Evidently to celebrate these events, lodges sprang up in many sections of New England, and from 1795 to 1800 marks the beginning of many of the fraternities.

Just where, and when, the first lodge was chartered in Middlesex is not known, if we omit Charlestown, a former member of the county family. Temple, in his "History of Framingham," says: "The Middlesex Lodge of Free Masons was instituted in this town in 1795. The original members were Jona Maynard, master; Peter Clayes, senior warden; Barzillai Bannister, junior warden; John Nixon, Samuel Frost, Thomas Nixon, Aaron Brown, Gilbert Marshall, Benjamin Champney, Thomas Bucklin, Winslow Corbett, Samuel Haven. Lodge meetings were held first in Academy Hall." The Middlesex Lodge, from this account, is the first to be formed in the county.

Chase, in the "History of Lowell," remarks that there were Masonic Lodges in the towns of Charlestown, Marlborough, Lexington, Concord, Groton and Framingham, "before the beginning of the nineteenth century." There were none in the Lowell section of the county prior to the institution of the Pentucket Lodge of East Chelmsford, founded March 9, 1807. The charter was signed by Thomas Bigelow, Grand Master, a well-known lawyer of Groton. The Pentucket Lodge quickly became one of the leading orders in the county both in size and in influence. A Royal Arch Chapter was formed on April 8, 1826, the year of the incorporation of the town of Lowell. After 1834 the lodge faded, but was revived in 1845. On March 13, 1872, the Masonic Temple in the city was dedicated. The St. Paul's Lodge of Groton, which had so large a share in the founding of the Lowell fraternity, was instituted some years before 1800, and was the mother of many of the Masonic orders in this end of Middlesex County.

**Hiram Lodge, Arlington**—The Hiram Lodge, now of Arlington, was born in Lexington, September 7, 1797. Ten Masonic brethren met in Monroe's Tavern in Lexington on the date given and determined to petition the King Solomon's Lodge of Charlestown for a charter. The name chosen was Hiram, the first Worshipful Master was William Monroe, and the date of the issuing of the charter was December 12, 1797. The charter members were: William Monroe, in whose tavern the Lodge met for a number of years; David Fiske, James Brown, Darius Shaw, Levy Mead, Jonathan Harrington, Jr., Jonas Bridge, Abijah Harrington, Jonathan Bridge and Joseph Smith, Jr. The anti-Masonic storm that swept the country not many years after the new century arrived swept this lodge out of existence, suspending on January 27, 1831, for twelve years and a half. In August 14, 1843, the order was revived in

West Cambridge, with James Russell as Worshipful Master, and a petition sent to the Grand Lodge for the removal of Hiram Lodge to Arlington (West Cambridge). On June 15, 1864, what was known as Russell's Hall was leased by the society and for a half century was the home of the Hiram Lodge of Arlington. On February 18, 1867, the Menotomy Royal Arch Chapter was consecrated and its officers installed in Masonic Hall.

**Meridian Lodge, Watertown**—In Watertown, on December 11, 1797, had been organized the Meridian Lodge, having a jurisdiction covering the towns between Boston, Concord and Watertown. Little is known of its early history. For reasons of safety the places of meeting were varied, and the members went armed as they journeyed to the different towns. The Meridian fraternity lost its original charter and lodge furnishings in a fire, and after several removals became permanently established in Natick.

**Pequossette Lodge, Watertown**—William Webster, a school teacher of West Cambridge, and a member of the Hiram Lodge, was responsible for the organizing of the present Watertown Masonic order, Pequossette Lodge. The preliminary meeting was held in Constitution Hall, later Masonic Hall, December 17, 1856. The formal institution of the organization was not until January 13 of the next year. It is the oldest fraternal order in Watertown and one of the largest and most influential.

William Webster was the first Worshipful Master. The other of the officers and the original member of the society were: Daniel H. Marshall, S. W.; Joseph B. Keyes, J. W.; Henry Derby, Treasurer; Warren J. Lindley, Secretary; Henry C. Vose, Chaplain; George Marsh, Marshal; Isaac Watts, S. D.; George K. Hooper, J. D.; Alfred Howes, S. S.; Adolph Lewando, J. S.; Asa Stone, Tyler. Members: Asa Pratt, Daniel Howard, Charles Wilkins, Sewall Hiscock, J. H. Clarke, Robert Murray, David B. Horn, Samuel Richardson, Daniel Marshall, George Hill, William Nichols, Horace Clark, William B. Fowle, Jr., Leonard Whitney and George A. Hicks.

In the present century, there are no cities, nor many of the larger villages lacking one or more Masonic orders. Those already mentioned have been only the lodges founded before 1800. Others starting shortly after the opening of the new century had, for the most part, but short lives. Misunderstanding of the purpose of secret societies, and the saddling the ones already on the field with unproven accusations prevented any large expansion in the numbers of fraternities. About 1840, however, the opposition had abated greatly, and most of the societies, both of the Masons and other orders, date from after this date.



**Independent Order of Odd Fellows**—In point of origin, the Independent Order of Odd Fellows was second only to Masonry, of the larger orders, to become established in America. There was Odd-Fellowship in England prior to any such named organization in this country, but this was of different character, "being formed for social and convivial purposes and adopting the initiatory rites, phraseology and organization of the Masons." These societies were connected to modern Odd-Fellowship in little more than name.

The present-day body is a direct descendant of a lodge of the order founded in Manchester, England, in 1812, whose main purpose as stated in its charter was, "to render assistance to every brother who may apply through sickness, distress or otherwise, if he be well attached to the Queen and government, and faithful to the order." The organization in the United States is independent of the English society. The Grand Lodge of the United States, which is composed of Past Noble Grands of the subordinate bodies, has the sole jurisdiction over the lodges in this country. The objects of the American organization were the "relief of the brethren, the interment of the dead and the care of their widows and orphans." To these purposes, in later years, were added "the giving of unsectarian religious instruction and the elevation of human character."

The first lodge in America was the Washington Number 1, instituted in Baltimore, Maryland, in 1820. Since then the numbers of the orders in this country have multiplied rapidly; there are about 50,000 members in Massachusetts alone. Some of the Middlesex towns have as many as twenty organizations classed as Odd Fellows. Some are known as Cantons, which are mainly devoted to the service of military parades on public occasions; some are called encampments, which differ from the lodges in being composed of members of a higher degree; and there is the Daughters of Rebekah society consisting of ladies. There are also Odd Fellow Mutual Benefit Associations, whose object is the mutual insurance of the lives of its members who must belong to some lodge of Odd Fellows.

The earliest of the Odd Fellows organizations in Lowell, among the Lodges were: the Merrimack, No. 7; Mechanics, No. 11; Highland, No. 6; Oberlin, No. 28; Veritas, No. 49; Lowell, No. 95; and Lincoln, No. 188, all of which meet in Odd Fellows Hall on Merrimack Street. Among the Cantons were: the Grand Canton Pawtucket, No. 9, Patriarchs Militant; Component Canton, Nos. 21 and 22, Monomake Encampment, No. 4, Wannalancet Encampment, No. 39; Lowell Encampment, No. 17.

The oldest lodge of Odd Fellows in Cambridge is the New England Lodge instituted in 1827. Others, with the date of their institution

given, are the Mount Moriah, No. 21; Friendship Lodge, No. 20; Cambridge Lodge, No. 13, 1874; Mount Auburn, No. 94, 1870; Charles River Encampment, No. 22, 1846; New England Encampment, No. 34, 1865, and a number of others. The Odd Fellows Relief Association was organized in 1871; The New England Provident Association, organized in 1871; The Harvard Lodge, Grand United Order of Odd Fellows, No. 1549, instituted in 1873; The American Legion of Honor, instituted in 1880.

The Bethel Lodge, No. 12, Independent Order of Odd Fellows, of Arlington, the second oldest secret society in the city, was founded April 16, 1842. Like the Masons, there is a break in its active life of several years, being reorganized in April 28, 1866. The founders of the Arlington Lodge were, John Vaughton, Michael Kenny, Reverend J. C. Waldo, Ichabod Fessenden. They met for the first time at the house of John Shouler, where the lodge was instituted formally on September 13, with the following officers: Noble Grand, John Vaughton; Vice-Grand, John Shouler; secretary, Michael Kenny; treasurer, Rev. J. C. Waldo; conductor, Ichabod Fessenden. The charter of this lodge was surrendered in 1850, and resecured as mentioned. A Rebekah Degree was established in 1866.

About the same time as the first Bethel Lodge was instituted (1842), the Monument Lodge of Lexington was formed. It had about the same history as Bethel, so that when the latter was reinstated, it wisely added members from Lexington, Woburn and Cambridge.

Most of the Independent Order of Odd Fellows organizations in Middlesex date from the years just after the Civil War, when, like in the Revolution the Masonic ideas and orders spread, so did the Odd Fellow fraternities multiply. Melrose Lodge had its inception in 1861, although actual formation was not until ten years later. The Daughters of Rebekah, Golden Rule Degree Lodge, of Melrose, was instituted in 1874. In Malden, the first body of the Independent Order of Odd Fellows was the Middlesex Lodge, No. 17, chartered in 1866. Others of later birth are the Middlesex Encampment, No. 9, chartered in 1887, Patriarchs Militant; Canton Malden, No. 66; Malden Lodge Association.

The first Everett Lodge bore that title, and was instituted in March 18, 1875, having fifteen charter members. The organization is now one of the largest in the city, and occupy a building of their own purchased in 1888. The original members were: A. F. Ferguson, C. O. Sanborn, Charles E. Bolton, W. W. Butlock, Nathan B. Raymond, J. O. W. Dearing, William Tyzzer, Jr., Josiah A. Kingman, William H. Pierce, George A. Colby, Joseph W. Bartlett, A. B. Robinson, David Smith, George W. Paine and S. C. Currier.

At Newton there are now the following organizations of the Inde-



pendent Order of Odd Fellows: Newton Lodge, No. 92, instituted June 15, 1887; Waban Lodge, No. 156, instituted in April 19, 1871; Home Lodge, No. 162, instituted April 3, 1873; Garden City Encampment, No. 62, instituted in 1886; Highland Rebekah, Tennyson Rebekah and Sumner P. Lawrence Rebekah.

The list of Waltham Odd Fellow bodies comprises: Governor Gore, No. 198, and Prospect Lodges, No. 35; Waltham Encampment, No. 50; and the Rebekah Lodges, Deborah, No. 138 and Hawthorne, No. 7. Framingham has the lodge named after the town, No. 45, which was instituted in August 29, 1844, one of the earliest in the country. Its charter was allowed to lapse in 1853, but was reinstituted February 24, 1875. Waushakum Encampment, No. 52, of this place dates from May 3, 1877. Both organizations meet in quarters furnished by the "Odd Fellows Block."

**Improved Order of Red Men**—Certain fraternal associations, although less than a hundred years old in their modern form, are of ancient origin. Such an one is the Improved Order of Red Men which dates back to a secret Revolutionary society known as the Sons of Liberty founded in 1764. Descending through the Tamina of from 1771 to 1810, it was reorganized as the Red Men at Philadelphia in 1813. It was mainly political and, as such, not fitted to survive. In 1833 at Baltimore, Maryland, it was again reorganized with politics eliminated with the motto "Freedom, Friendship and Charity." The period from 1880 to 1895 marked its greatest growth; it now having a membership in this country of half a million. The Red Men have a general interest in that they have tried in their title, officers and ceremonials to preserve many of the names and ideas of the aboriginal American. The endeavor is also made to perpetuate the history and traditions of the Indian. The degree of Pocahontas is the feminine section of the order.

**Ancient Order of United Workmen**—The Ancient Order of United Workmen claims to be the oldest of the more than 200 fraternal "benefit" societies in the United States. It was founded at Meadville, Pennsylvania, October 27, 1868, by John Jordan Upchurch, a Mason. Its purpose was benevolent rather than political; the intention being also to unite workmen as a whole, State Lodges, such as the Massachusetts, to which the county organizations are affiliated, being separately incorporated. There are few lodges of the order in Middlesex.

**Benevolent and Protective Order of Elks**—The Benevolent and Protective Order of Elks was formed in New York City from the "Jolly Corks," a convivial fraternity. The first Grand Lodge was instituted in 1871, with the power to organize local lodges in cities of 5,000 in-

habitants or over. Boston had the first Grand Lodge of the fraternity. The lodge has always been eager to secure a home building in the city in which they have been formed, and the total values of its property in the United States, approaches \$12,000,000; the membership numbers about 1,000,000.

**Knights of Pythias**—The Knights of Pythias, so called from the famous friendship of Damon for Pythias, instituted the first lodge, the Washington Number 1, at the National Capital, February 19, 1864, under the leadership of Justus Henry Rathbone. The official declaration was for "toleration in religion, obedience in law, and loyalty in government." It was several years before the Knights of Pythias secured a place in Massachusetts, one of the first lodges being that of Lowell, instituted in 1869. Throughout the States there is a membership exceeding one million, the number of lodges now being more than 5,000. Fifty million dollars had been paid out in relief.

**Other Organizations**—The word Knight seems to have attracted the early founders of lodges, for we have among others, the Knights of Malta, the Knights of the Golden Eagle, the Knights of Honor, the Knights of Labor, and the more recent organization, the Knights of Columbus.

The Knights of the Golden Eagle was instituted at Baltimore, February 6, 1873, and its practices based on the history of the Crusaders. The Knights of Honor was formed for the general advancement of its members in 1873, at St. Louis, Missouri. This is said to be the first of the orders to admit women. The Knights of Malta, 1873, The American Legion of Honor, 1879, are both well known and are of similar character. The Knights of Labor organized labor without trade distinctions. It was born at Philadelphia, in 1869, being started by garment makers. The Royal Arcanum is one of the numerous lodges founded in Boston. Incorporated in 1877, it became shortly the strongest of the fraternal mutual assessment benefit organizations in the State. Outside of Boston three of the first five lodges were instituted in Cambridge, Lowell and Newton. Its headquarters has always been in Boston.

All the orders, so far mentioned, have been of the variety interested in good fellowship, charitable relief of stipulated sick or death benefits. They all took on a representative form of government, very like that which rules our country. With the exception of a very few, all were organized after the Civil War. One dating from this time, but of somewhat different character was the Grand Army of the Republic which was limited to soldiers and sailors of the war, and stated as its object "to preserve and strengthen the kind and fraternal feelings which bound together the soldiers and sailors in the Civil War; to perpetuate the



memory of the dead; to render mutual assistance and aid; true allegiance to the Constitution of the United States and its laws; to discountenance disloyalty and insurrection and to encourage the spread of universal liberty, equal rights and justice to all men." Although the honor of forming the first Post must go to Springfield, Illinois (1866), the next year found like organizations all over the land, most of those in Middlesex dating from that period. Once a very large and influential body, death is every year reducing the ranks. In 1922, their numbers were given for the United States as but 93,171. Many of the Posts in Middlesex have disappeared, the most of the members left joining some Encampment in the larger places. The Sons of Veterans, with its auxiliary ladies' society were designed to perpetuate the honor of their fathers. The Veterans of the Spanish-American War never became either a strong or numerous association. The American Legion dating from the World War has much of its history told in the chapter on the "World War."

**Daughters of the American Revolution**—The Daughters of the American Revolution, founded October 11, 1890, is another of the societies purposing the perpetuation of the memories of ancestors who achieved the American independence. To be eligible for membership one must be a women descendant of some one "who gave unfailing loyalty and rendered material aid to the cause of independence, was an unfailing patriot, as soldier or sailor, or civil officer of the colonies." It was organized at Washington, D. C.

**Boy Scouts**—The Boy Scouts, dating only from 1908, is non-military despite its name. Lieutenant-General Sir Robert Baden-Powell, a hero of the Boer War, is responsible for the society. In this country the Scouts were joined by Daniel Carter Beard's Sons of Daniel Boone, of 1902, and Ernest Thompson Seton's "Woodcraft Indians," and incorporated as the Boy Scouts, February 8, 1910. The movement has spread all over the world since then, the membership being estimated as more than one million. The Girl Scouts is a kindred organization, and there are a number of like organizations satisfying a very real need for associations of youth for intelligent development and service.

**Y. M. C. A. and Y. W. C. A.**—The Young Men's and Young Women's Christian associations, with the Hebrew Young Men's and Catholic Young Men's societies are major efforts to unite fraternity with religion. Taking the Y. M. C. A. as a typical organization we find it as having been formed, in this country at least, as a "society for the social, mental and religious improvement of young men." The founder was Sir George Williams, who induced a dozen young English fellows

to join him in a club. This was in 1844, Christopher Smith, his roommate suggesting the name. The club made little impression at home, and its purposes were almost completely religious. In 1851 there was an almost simultaneous introduction of the idea in Montreal, New York and Boston, the latter city being the first, December 29, 1851, in the States, to form an association. The social side was emphasized in this country and determined the success and direction of the movement. The Civil War greatly reduced the number of associations, yet the Y. M. C. A. set in operation one of the most helpful agencies in that conflict, the "Christian Mission," which gathered and expended in the hospitals and elsewhere, some six and a half millions of dollars. The work that the Young Men's Christian Association did during the World War has yet to be properly estimated and fully appreciated. Fortunately the period of greatest expansion came just prior to this war. At present there are more than a thousand Y. M. C. A. buildings in the United States, having a valuation of \$100,000,000. There are very large and complete buildings in Cambridge, Lowell, and other of the larger places in Middlesex. Within recent years, Malden added to the number with one costing \$160,000, which included a dormitory of forty-three rooms. The Young Women's Christian Association started in Boston in 1866.

**Knights of Columbus**—Hebrew and Catholic forms of the Young Men's Association have been instituted in the last two decades, there being five of these scattered through the county. The Knights of Columbus, is the principal Catholic Men's society, but is more of a fraternal order. It was chartered by Connecticut in 1882 to provide Catholic men with an association whose aim should be the promotion of the Catholic Hierarchy, and has been specially commended by several popes.

**Social Organizations**—Special interests have, from time to time, established associations for the advancement of their own profession, business, or work. Agricultural societies have brought and still bring many improvements in farming, horticulture or kindred operations. Many of these are strictly local, not having any direct connection with others of the same sort. Some like the Patrons of Husbandry, with local granges are national in scope. Professional societies, such as Medical and Ministerial, are to be found in all the larger places. There are many live Boards of Trade, Chambers of Commerce, Kiwanis, Rotary Clubs and others, who help mightily in the expansion and improvement of their city or town. Civic Associations, and Women's Clubs, of which there are an increasing number, specialize upon some phase of municipal life. The Women's Clubs are not only becoming many, but are decidedly of greater interest, play a larger part, have a wider outlook than



the Women's Clubs of former days, if exception be made of the various temperance organizations extant in the pre-Volstead times. Many of these are charitable in purpose and mention is made of them in the chapter on Charities. The Historical Societies, often formed as Natural History Associations or with some individual name, are doing much to preserve many of the rapidly disappearing vestiges of our pioneer days, in creating and keeping alive an interest in the history of the founders of the County, and in the collection of genealogical records. The first of these societies is probably the Social Circle of Concord, which grew out of the Committee of Safety at the time of the Revolution. This was formed in 1783 with twenty-five members, and its bearing on the historical affairs of the county consists mainly in the memoirs of the members of the society which it has published. Groton probably was the first to regularly form a historical society, not many years after the organization of the Massachusetts Historical Society in 1791. Very few of those extant today were established until after the Civil War. The Lowell Old Residents Historical Association dates from 1868; the Newton Natural History Club from 1879. Most of the others are less than fifty years old, such as the Lexington Society of 1886, the Concord Antiquarian Society of 1887, the Watertown Society of 1888, the Medford Historical Society of 1896. Many of the societies publish valuable annual reports giving the history of many local matters, of which the records or facts are all but lost.

Passing from the general to the particular, the remainder of the chapter will be given over to a directory of the larger towns and cities in the county, with the names of their various fraternal orders, societies and clubs. Although only half of the civil divisions are included, in those mentioned are located ninety percent of all the organizations in the county. Under the head, Lowell, may be found the societies of the surrounding towns in Middlesex, Chelmsford, Billerica, Tyngsborough, Tewksbury and Westford. Stow is included with Hudson, to which it is joined both geographically and fraternally.

**Arlington** has already been mentioned in connection with the Hiram Lodge, Free and Accepted Masons, the Bethel Lodge, Independent Order of Odd Fellows, and other of its historical fraternities. The larger number of Wakefield's societies are those of more recent organization. An incomplete list of the various bodies would include: Hiram Lodge, Free and Accepted Masons; Bethel Lodge, No. 12, Independent Order of Odd Fellows (both of 1842); Foresters of America, Court Pride of Arlington, No. 190 (1901); Arlington Council, No. 109, Knights of Columbus, founded December 10, 1894; Ancient Order of United Workmen, Circle Lodge, No. 77; Menotomy Council, No. 1781; Royal Arcanum; Bay

State Lodge, No. 418, Loyal Orange League; Golden Rule Lodge, No. 57, United Order Independent Odd Ladies; Charles V. Marsh Camp, No. 45, Sons of Veterans; American Legion, Post No. 39; Women's Christian Temperance Union, founded in 1876; Arlington Finance Club; Twenty-one Associates; Arlington Golf Club; Middlesex Sportsmen's Association; Tennis Club of Arlington Heights; Men and Women's Clubs of the various churches. The Woman's Club of Arlington has been unusually helpful in the civic affairs of the place. The Welfare Council, formerly the Associated Charities, was organized in 1916.

The clubs and societies of **Cambridge** are: The Cambridge Club; The Cambridge Historical Society; Cambridge Kiwanis; Cambridge League of Women Voters; Cambridge Chamber of Commerce; The Cambridge Public School Association; Church Library Association, organized in 1879; The Cantabrigia Club; Colonial Club; Hannah Winthrop Chapter, Daughters of the American Revolution; Daughters of Massachusetts; Daughters of American Revolution; Economy Club, organized in 1872; Harvard Square Business Men's Association; Rotary Club of Cambridge; Shepard Historical Society, organized in 1889; American Red Cross, Cambridge Chapter; Cambridge Post, No. 27; The American Legion; Tide Over League, Incorporated; Trustees of The Jewett Repertory; Theatre Fund, Incorporated.

The associations, fraternal and social, of **Belmont** are: The Belmont Civic Association; Belmont Spring Country Club; Belmont Woman's Club; Belmont Tennis Club; Belmont Lodge, Free and Accepted Masons; Belmont Royal Arch Chapter, No. 1; Belmont Chapter, No. 108, Order of the Eastern Star; Knights of Columbus, Belmont Council, No. 332; Waverly Council, No. 313, Royal Arcanum; Belmont-Waverly Post, No. 165, American Legion; Woman's Auxiliary to the American Legion; Waverly Grange, No. 361; Patrons of Husbandry; Trapelo Lodge, No. 238, Independent Order of Odd Fellows; Daughters of the American Revolution, Old Powder House Chapter, and Court Elizabeth Lodge, No. 446, Daughters of America.

The societies and associations of **Everett** are: The Free and Accepted Masons; Palestine Lodge, chartered December, 1868; Galilean Lodge; Bethsaida Royal Arch Chapter, organized February 22, 1911; Glendale Chapter, No. 83, Order of the Eastern Star, organized April 15, 1903. Ancient Order of United Workmen; Franklin Lodge, No. 51, organized November 14, 1883; Branch Lady Shields, I. N. F., No. 1006; Degree of Honor, Ancient Order United Workmen. Commercial Traveler's Association. Columbus Society of Everett. Court City of Everett, Foresters of America. Daughters of Veterans, Abbie T. Usher Tent, No. 34, organized December 12, 1906. Everett Board of Trade, or-



ganized in 1907. Everett Lodge of Good Templars. Everett Nest, No. 155, Fraternal Order of Orioles. Everett Nest of Owls, No. 1416. Division No. 10, Ancient Order of Hibernians; Ladies' Auxiliary, No. 23, Ancient Order of Hibernians. Grand Army of the Republic, James A. Perkins Post, No. 156, organized June 14, 1883. Charles Greenwood Associates, organized October 1, 1893. Everett Rotary Club. Improved Order of Heptasophs, Roger Wolcott Conclave, organized April 11, 1901. Assawansett Tribe, No. 56, Improved Order of Red Men, organized October, 1905. Chippewa Tribe, No. 73, Improved Order of Red Men. Manawa Council, No. 42, Daughters of Pocahontas, organized April, 1909. Continental Council, No. 1, R. M. L., organized July, 1908. Irish National Foresters. Knights of Columbus, Everett Council, organized June 22, 1894. Knights of Malta, Gethsemane Commandery, No. 256; Daughters of Malta, Gethsemane Sisterhood. Knights of Mizpah, Lodge, No. 120, organized August 18, 1895. Knights of Pythias, Valhalla Lodge, No. 66. Knights and Ladies of Honor, Longfellow Lodge, No. 600, organized January 12, 1883. Mayflower Circle, Companions of the Forest. Mystic Valley, L. L. O. L., Olive Branch Lodge, Odd Ladies. New England Order of Protection, Goodwill Lodge, No. 37, organized May 10, 1888. New England Order of Protection, Freedom Lodge, and Everett Lodge, No. 308, organized April, 1898. Massachusetts Catholic Order of Foresters, John Henry Newman, Court No. 83, instituted in 1891; Santa Maria Court, No. 163, instituted in 1899. Everett Lodge, No. 36, Independent Order of Odd Fellows, organized March 18, 1875. North Pole Lodge, No. 218, Independent Order of Odd Fellows. Odd Fellows' Association, incorporated December 25, 1885. Odd Fellows Club. Loyal Crescent Lodge, Manchester Unity, No. 6702, Independent Order of Odd Fellows, organized May 10, 1886. Everett Encampment, No. 79, Independent Order of Odd Fellows, organized March 24, 1886; Daughters of Rebekah, Ione Lodge, No. 129, instituted May 5, 1894. Benevolent and Protective Order of Elks, Lodge No. 642, organized January 14, 1901. Linton L. O. L., Lodge No. 367. Loyal Order of Moose, No. 1652. Order of Vasa, Monitor Lodge, No. 115. Royal Arcanum; Palladium Council, No. 287, organized March 22, 1879; Semper Idem Lodge, No. 2004, organized October 31, 1902. Society of Saint Anthony. Sons of Veterans, General A. P. Martin Camp, No. 62, organized April 26, 1888. Spanish War Veterans, Department No. 56, Massachusetts; Ladies' Auxiliary. American Legion Post, No. 176. United Order Golden Cross, Wendell Phillips Commandery, No. 279, organized February 26, 1885. United Order Golden Cross, John D. Young Commandery, No. 838, organized in 1904. United Order of L. O. L., Loyal Lodge, No. 47, organized October 22, 1897. Valhalla Lodge, No. 66, Knights of

Pythias. Vehovay Sick Benefit Society. Everett Veteran Fireman's Association, organized January 20, 1896. Clan McLellan, Ancient Order Scottish Clans. Middlesex Associates. Everett Young Men's and Young Women's Hebrew Association. Everett Social Club. Circle Franco-American. American Legion, Everett Post, No. 176. Division 10, Ancient Order of Hibernians. Branch General Shields Lodge, No. 697, I. M. F. Daughters of Saint George, Queen Mary's Lodge. Everett Court, No. 324, Daughters of Isabella. Everett Italian Co-operative Association, Incorporated. Harriet Tubman Temple, Lodge No. 122, Benevolent and Protective Order of Elks. Knights of Malta. Mayflower Lodge, No. 30, Tall Cedars of Lebanon. Mount Sinai Loyal Orange Lodge, No. 88. Ladies' Auxiliary No. 22, to Clan Stewart, No. 67, Ancient Order Scottish Clans. Mary J. Pittengel Camp, No. 31, Auxiliary to United States War Veterans. Immaculate Conception Branch, No. 1291, I. C. B. A. John D. Young Commandery, No. 838, U. O. G. C. Colored Elks, No. 1, Benevolent and Protective Order of Elks, W. Crispus Attucks Lodge, No. 238. Woman's Auxiliary, Young Men's Christian Association. Young Men's Christian Association.

The associations, organizations and clubs of **Framingham** are as follows: American Legion, James J. McGrath Post, No. 70. Framingham Board of Trade; Framingham Building Trades Council; Framingham Catholic Woman's Club; Red Cross, Framingham Chapter; Daughters of the American Revolution, Framingham Chapter; Framingham Dames of Malta; Framingham Daughters of Veterans; Framingham Grange, No. 113; Framingham Historical and Natural History Society; Framingham Improvement Association; Benevolent and Protective Order of Elks, Framingham Lodge, No. 1264. Free and Accepted Masons; Alpha Lodge; Concord Royal Arch Chapter. Fidelity Rebekah Lodge, No. 50. General J. G. Foster Camp, No. 59, Sons of Veterans. Loyal Order of Moose. Ancient Order of Hibernians, Division No. 30. Sergeant W. E. Walters Camp, No. 58, United Spanish War Veterans. Vermonters Union. Order of the Eastern Star, Orient Chapter, No. 31, American Legion, Saxonville Post; James J. McGrath Post. Framingham Country Club, Framingham Civic League, Framingham Masonic Club. Ancient Order of Hibernians, Division No. 32; Ancient Order of Hibernians Auxiliary. Ancient Order United Workmen, Hope Lodge, No. 117. Coeur de Lion Council, No. 87, Knights of Columbus. Order of Eagles. Foresters of America, Court No. 104; Foresters of America, Court Messini. Grand Army of the Republic, General Burnside Post. Independent Order of Odd Fellows; Manchester Unity Lodge; Saxonville Lodge, No. 88; Waushakum Encampment; Refuge Rebekah Lodge. Knights of Columbus (Italian). Knights of Malta, Cypress Command-



ery, No. 269. Pericles Lodge, Knights of Pythias; Pericles Temple, Pythian Sisters, Massachusetts Catholic Order of Foresters, Jubilee Court; Marquette Court, No. 156. New England Order of Protection, Wolcott Lodge, No. 324. Royal Arcanum, Garfield Council. United Spanish War Veterans; Women's Relief Corps, General J. C. Foster Corps. Framingham Commandery, United Order Golden Cross.

Fraternal orders and organizations of **Hudson** are as follows: Hudson Lodge, No. 64, Ancient Order United Workmen. Degree of Honor, Columbia Lodge, No. 7. King Saul Encampment, No. 69. Hudson Lodge, No. 959, Benevolent and Protective Order of Elks. Court Hudson, No. 74, Foresters of America. Fraternal Order of Eagles, Aerie No. 643. Reno Post, No. 9, Grand Army of the Republic. Major H. A. Powers Camp, No. 5, Division Sons of Veterans, and Auxiliary of Camp No. 5. American Legion, Hudson Post, No. 100. Independent Order of Odd Fellows, Hudson Post, No. 154; Canton Encampment, Hudson, No. 69; Magnolia Rebekah Lodge, No. 55. Pomposithart Tribe, No. 64, Improved Order of Red Men. Nawadaha Council, No. 26, Daughters of Pocahontas. Hudson Council, No. 131, Knights of Columbus. Doris Lodge, Ancient Free and Accepted Masons; Trinity Commandery, No. 33, Knights Templar; Mason's Corinthian Chapter; Order of the Eastern Star, No. 55. Hudson Grange, No. 108, Patrons of Husbandry. Rawson Council, No. 936, Royal Arcanum.

The fraternal organizations of **Stow** are: Grand Army of the Republic, Wesley Nichols Post, No. 44. Knights of Columbus, Phil Sheridan Council, No. 119. Saint Bernard's Lodge, Ancient Free and Accepted Masons. Southboro Grange, No. 118, Patrons of Husbandry.

The Clubs in **Lowell** are. The Broadway Social and Athletic Club; C. M. A. C. Club; Caledonian Club; Central Club; Centralville Social Club; Club Des Citoyens Americains; Club Passe Temps; Club Social de Pawtucketville; College Club of Lowell; Congregational Club; Crescende Club; Crescent Hill Association, Incorporated; Dartmouth Club; East End Club; Educational Club; Elk's Club; French-American Social Club; Gaelic Club; Genoa Club; German-American Club; Girl's City Club; Highland Club; Holy Cross Club of Lowell; Lamb's Club, Incorporated; Le Club Lafayette; Lions' Club; Literary Club; Long Meadow Golf Club; Lowell Advertising Club; Lowell Boy's Club; Lowell Driving Club, Incorporated; Lowell Kennel Club; Lowell Rotary Club; Lowell Temple Club; Martin Luther Club; Middlesex Women's Club of Lowell; Mount Pleasant Golf Club; Navy Club; Pawtucketville Social Club; People's Club; South End Club; United States Fat Men's Club, Lowell Branch, 1; Vesper Country Club; Washington Club; Woodbine Social Club; Young Men's Club; Yorick Club.

The military organizations of Lowell are: The 102d Regiment, Battery B, Field Artillery, Massachusetts National Guard; 1st Battery, Headquarters and Combat Train; and the 182d Infantry Machine Gun, Company D, Company C.

The societies and fraternal organizations are as follows: American Legion, Lowell Post, No. 87; American Legion Auxiliary Post, No. 87. Artisans Canadiens-Français des Succursale Saint André; Succursale Saint Joseph, and Succursale Pawtucketville, No. 252. Battery F, Veterans Association. B'nai B'rith Independent Order of Lowell, Lodge, No. 874. Catholic Daughters of America; Court Cardinal and Court O'Connell, No. 930. The Companions of America; Spindle City Lodge, No. 39. Company C Associates. Disabled Veterans of the World War. Fraternal Order of Eagles, Lowell Aerie, No. 223. Benevolent and Protective Order of Elks; Lowell Lodge, No. 87, instituted April 10, 1888. Foresters of America; Court Merrimack; Court Middlesex, Division No. 47; Court General Shields, Division No. 46; Court Scandia Division No. 182. Catholic Order of Foresters; Court Saint Antoine, No. 566; Court Saint Paul, No. 1436. Independent Foresters; L'Union Nationale. Irish Foresters; Branch O'Neil Crowley. Massachusetts Catholic Order of Foresters; Court Lowell, No. 199. United Order of Golden Cross; Washington Commandery, No. 31, Order of Good Templars, Eirene Lodge, No. 74. Grand Army of the Republic; General B. F. Butler Post, No. 42; James A. Garfield Post, No. 120; Ladd and Whitney Post, No. 185, organized April 4, 1866; Ladies of Grand Army of the Republic, Ladd and Whitney Circle, No. 8. Woman's Relief Corps, James A. Garfield Corps, No. 33, organized November 21, 1883; Woman's Relief Corps, B. F. Butler Corps, No. 25. Sons of Veterans, Admiral Farragut Camp, No. 78; Sons of Veterans Auxiliary, No. 47. Daughters of Veterans, Mary E. Smith Tent. Ancient Order of Hibernians, Central Council; Ancient Order of Hibernians, Division No. 1; Ancient Order of Hibernians, Division No. 8, organized April, 1890; Ancient Order of Hibernians, Division No. 11. Ladies' Auxiliary to Division No. 1, Ancient Order of Hibernians. Knights of Columbus, Lowell Council, No. 72; Mystic Nobles of Granada; Lowell Caravan, No. 8; Guild Lowell Council, No. 72. Knights of Malta, Lowell Commandery; Daughters of Malta, Betsy Ross Sisterhood, No. 70. Knights of Pythias; Uniform Rank Knights of Pythias, Butler Ames Company, No. 16; Lowell Lodge, No. 24, instituted January 21, 1870; Wamesit Lodge, No. 25, instituted February 1, 1870; Chevalier-Middlesex Lodge, No. 2; Samuel H. Hines Lodge, No. 56. Insurance Department of Knights of Pythias, No. 2826. Pythian Sisters; Chevalier Temple, No. 101; Dorcas Temple, No. 13. L'Union



Saint Jean Baptiste D'Amérique, Conseil Carrillion, No. 100; Conseil J. M. J. Jacques, No. 217; Conseil Saint Thérèse, No. 351. Loyal Association, Greenhalge Council, No. 100, instituted August 4, 1896. Loyal Orange Institute, Garfield Purple Star Lodge, No. 175. Scandinavian Lodge of Massachusetts; Pawtucket Lodge, instituted in 1807; Ancient York Lodge, instituted in 1852; Kilwinning Lodge, instituted in 1867; William North Lodge, instituted in 1868. Mount Horeb Royal Arch Chapter, chartered in 1826; Ahasuerus Council of Royal and Select Masters, reorganized December 23, 1856. Pilgrim Commandery, Knights Templar, instituted October, 1885; Lowell Lodge of Perfection, fourteenth degree, Scottish Rite; Lowell Council, Princes of Jerusalem, sixteenth degree, Scottish Rite; Mount Calvary Chapter of Rose Croix, eighteenth degree, Scottish Rite. Masonic Relief Association. Antiquity Lodge, No. 18. Loyal Order of Moose, Lowell Lodge, No. 618. New England Order of Protection, Elgin Lodge, No. 166; Eldora Lodge, No. 578. Independent Order of Odd Fellows; Canton Pawtucket, No. 9; Patriarchs Militant; Pilgrim Encampment, No. 4; Oberlin Lodge, No. 28; Highland Veritas Lodge, No. 6; Centralville Lodge, No. 215; Daughters of Rebekah, Independent Order of Odd Fellows, Evening Star Lodge, No. 30; Highland Union Lodge, No. 31; Centralville Lodge, No. 137. Odd Fellows, Manchester Unity; Loyal Excelsior Lodge, No. 6303; Loyal Integrity Lodge, No. 6630; Loyal Wamesit Lodge, No. 7102. Uniform Rank, Lowell Chapter, No. 4, Independent Order Odd Ladies, Loyal Victoria Lodge, No. 1, Manchester Unity. Order of Vasa of America, Norman, No. 76. Patrons of Husbandry; Middlesex North Pomona Grange; Lowell Grange, No. 355. Improved Order of Red Men; Passaconaway Tribe, No. 32; Degree of Pocahontas, Winnequa Council, No. 72. Daughters of the American Revolution; Molly Varnum Chapter; Lydia Darrah Chapter; Old Bay State Chapter. Royal Arcanum; Lowell Council, No. 8; Highland Council, No. 970; Industry Council, No. 1722; Rochambeau Council, No. 2064; Hospital Fund Association. Order of the Sons of Saint George, Waverly Lodge, No. 104, instituted November 2, 1882. Independent Order Daughters of Saint George, Princess Lodge, No. 12. Order of Scottish Clans; Ladies' Auxiliary, No. 20. Sons and Daughters of Liberty; Lady Franklin Council, No. 17; Roosevelt Council, No. 45; Washington Council, No. 19; Edith Prescott Wolcott Auxiliary, No. 3. Swedish Mutual Aid Society; Swedish Mutual Aid, Ladies Auxiliary. United Commercial Travelers of America, Lowell Council, No. 365. United Spanish War Veterans; General Adelbert Ames Camp; Prescott Wolcott Auxiliary. Ancient Order of United Workmen; Lowell Lodge, No. 22, organized in

1881. Veterans of Foreign Wars; Walker-Rogers Post, No. 662, and Woman's Auxiliary of Walker-Rogers Post, No. 662.

Some of the miscellaneous societies of Lowell are as follows: Lowell Art Association; Lowell Underwriters; Boy Scouts of America, Lowell Council; Catholic Young Men's Lyceum; Channing Fraternity, incorporated in 1884; Lowell Bar Association; Lowell Chamber of Commerce, instituted February 1, 1920, from the Lowell Board of Trade which was instituted May 12, 1897. Lowell Historical Society, organized December 1, 1868; Lowell Teachers Organization; Young Men's Christian Association; Young Women's Christian Association, and the Woman's Christian Temperance Union.

The societies and associations of **Billerica** number: the American Legion, Billerica Post No. 116; American Legion Auxiliary. Asa Pollard Lodge, Independent Order of Odd Fellows, Lodge No. 7741, organized June, 1902. Bennett Public Library Association, founded in 1880. Billerica Historical Society, organized October 16, 1894, incorporated February 20, 1896. Billerica Republican Club. Father Mathew Abstinence Society, organized November 1, 1887. New England Order of Protection, organized June, 1888. The Nineteen Hundred Club of Billerica. N. B. Council, No. 1323, Royal Arcanum, organized December 9, 1889. Patrons of Husbandry, Billerica Grange, No. 223. Shawsheen Lodge, Independent Order of Odd Fellows, organized in 1878. Thomas Talbot Lodge, H. A. M., instituted December 23, 1889. Talbot Mills Library, founded December 9, 1880. Winning Rebekah Lodge, No. 108, organized April 5, 1892.

The societies of **Chelmsford** are: Chelmsford Grange No. 244, organized January 14, 1905. Massachusetts Catholic Order of Foresters, Court, No. 171. St. John's Total Abstinence Society, organized in 1889.

The associations and societies of **Tyngsborough** are: Tyngsborough Grange, Patrons of Husbandry, No. 222, organized May 2, 1889. The Vesper Country Club, and the Village Improvement Association, organized December 22, 1890.

The organizations of **Tewksbury** are: American Legion, Post No. 259; Ladies' Auxiliary of Post No. 259. Twentieth Century Club; Wamesit Lodge of Ancient Free and Accepted Masons.

The fraternal organizations and associations of **Westford** are as follows: Companions of the Forest, Cameron Circle, organized April, 1905. Foresters of America Graniteville Lodge, organized October 13, 1900. Loyal Self Help Lodge, Independent Order of Odd Fellows, M. U., organized February 16, 1890. Ladies' Missionary Society, organized in 1881. Massachusetts Catholic Order of Foresters, Court Westford, No. 170. Spalding Light Cavalry Association, incorporated February 3, 1908.



Tadmuck Club, organized in 1905. Westford Grange, Patrons of Husbandry, Lodge No. 208, organized in 1895. Veterans Association, organized in 1883. Woman's Christian Temperance Union, organized September 30, 1893. Westford Post No. 15, American Legion; Ladies Auxiliary, Post No. 15.

Societies and fraternities in **Malden** are as follows: American Legion, Malden Post No. 69. Catholic Daughters of America. Degree of Honor, Maplewood Lodge No. 50. Fraternal Order of Eagles, Malden Aerie, No. 893, organized in 1904. Benevolent and Protective Order of Elks, Lodge No. 965. Massachusetts Catholic Order of Foresters, Assumption Court No. 157, organized August 25, 1898; Iona Court No. 10, organized March 8, 1880; Lepano Court No. 142, organized April 14, 1897. German Order of Harugari, Lyra Hertha Lodge, organized January 7, 1910, and Malden Lodge, No. 623, organized January 27, 1895. United Order of Golden Cross, Malden Commandery, No. 45, instituted February 20, 1879; Mystic Commandery, No. 216, instituted November 17, 1882. International Order of Good Templars; Franeat Lodge, No. 7, organized September 15, 1894. Grand Army of the Republic; Major General Hiram G. Berry Post, No. 40, organized October 1, 1873; Post No. 40, G. A. R. Associates; Woman's Relief Corps, Major General Hiram G. Berry Corps, No. 172, organized May 22, 1896. Sons of Veterans, George H. Patch Camp, No. 80, organized July 1, 1887. Daughters of Veterans, Rebecca Pomroy Tent, No. 44, instituted May 20, 1909. Ancient Order of Hibernians: Division No. 12, organized in 1872; Division No. 38, organized June 21, 1896; Ladies' Auxiliary, No. 26, organized April, 1901. Knights of Columbus: Santa Maria Council, No. 105, organized October 4, 1894; Knights of Malta; Raymond Du Puy Commandery, No. 187, organized March 24, 1896. Knights of Pythias; Spartan Lodge, No. 59, organized May 10, 1883; Frank Eugene Converse Lodge, No. 75, organized November 21, 1889. Pythian Sisters: Converse Temple, No. 65, organized in 1908; Spartan Temple, No. 70, Free and Accepted Masons: Malden Masonic Association; Mount Vernon Lodge, chartered in 1858; Converse Lodge, chartered January 11, 1887; The Lodge of Stirling; Royal Arch Chapter of the Tabernacle, instituted March 9, 1886; Melrose Council, Royal and Select Masters, instituted February 18, 1867; Beauseant Commandery of Knights Templar, instituted October 10, 1886. Order of the Eastern Star: Crystal Chapter, No. 36, instituted January 19, 1893; Malden Chapter, No. 415, instituted December 18, 1905. New England Order of Protection: Malden Lodge, No. 415, instituted December 18, 1905; Progress Lodge, No. 11, instituted in December, 1887; Reliance Lodge, No. 3, instituted November 19, 1887. Independent Order of Odd Fellows: Lebanon Lodge, No. 126; Malden

Lodge, No. 201, chartered March 6, 1890; Middlesex Lodge, No. 17, chartered in 1843; Middlesex Encampment, No. 9, chartered in February, 1845; Patriarchs Militant, Canton Malden, No. 55, organized April 17, 1891; Resolute Rebekah Lodge, No. 99, organized April 17, 1891. Independent Order of Foresters: Manchester Unity, Bell Rock Lodge, No. 7744, organized August, 1902. Improved Order of Red Men: Webcowet Tribe, No. 160, organized in 1905; Wenepoykin Tribe, No. 47, organized in 1887. Degree of Pocahontas: Ahawayet Council, No. 19. Royal Arcanum: Mystic Side Council, No. 265, organized February 15, 1879. Scandinavian Fraternity of America: High Rock Lodge, No. 152, organized April 16, 1913. Order of Scottish Clans: Clan MacNeil, No. 124, organized in 1894. United Spanish War Veterans: Moses B. Lockeman Camp, No. 44. Ancient Order of Hibernians: Mizpah Lodge, No. 16, instituted October 9, 1879; Maplewood Lodge, No. 139, instituted in 1892. Veterans of Foreign Wars: Malden Post, No. 639. American Red Cross (Malden Branch). Baker Hill Civic Association. Boy Scouts of America. Girls' Club Association of Malden, incorporated in 1913. Historical Society of Malden, organized in 1886. Malden Chamber of Commerce. Malden Deliberative Assembly, organized in 1875. Malden Rotary Club. Maplewood Building Association. Malden Medical Society, organized in 1888. Republican City Council. Daughters of the American Revolution, Deliverance Monroe Chapter, No. 17, organized March 9, 1897. Society of the Sons of the American Revolution, Malden Chapter. Malden Rifles Association. Malden Teachers Association. Malden Turn Verein. Weltman Orchestral Society. Young Men's Christian Association, organized November 25, 1885. Young Men's Christian Association, Woman's Auxiliary, organized September 28, 1888. Young Men's Hebrew Association. Young Women's Hebrew Association.

The organizations, social and fraternal in **Marlborough** are: Ancient Order of Hibernians, Division No. 16, and Ladies' Auxiliary No. 21. Ancient Order United Workmen, Marlborough Lodge, No. 99. Catholic Order of Foresters, Immaculate Conception Court, No. 159. Highland City Lodge No. 41, I. C. of A. Benevolent and Protective Order of Elks, Marlborough Lodge, No. 1239. Foresters of America, Court Marlborough, No. 44. Fraternal Order of Eagles, No. 399. American Legion, Herbert F. Akroyd Post, No. 132. American Red Cross, Marlborough Chapter. Grand Army of the Republic, John A. Rawlins Post, No. 43. Sons of Veterans, F. C. Curtis Camp, No. 94. Independent Order of Odd Fellows: Marlborough Lodge, No. 85; King Saul Encampment, No. 69; Daughters of Rebekah, Star Hope Lodge, No. 86. Knights of Columbus, Marlborough Council, No. 81. Knights of Pythias, Marl-



borough Lodge, No. 45. Loyal Order of Moose, Marlborough Lodge, No. 1129. Free and Accepted Masons: Marlborough Council of Royal and Select Masters; United Brethren Lodge; Houghton Royal Arch Chapter; Trinity Commandery, Knights Templar; Order of the Eastern Star. New England Order of Protection, Marlborough Lodge, No. 443. Patrons of Husbandry, Marlborough Grange, No. 105. Royal Arcanum; Marlborough Council, No. 326; John Boyle O'Reilly Council, No. 1326. United Order of Pilgrim Fathers, Mount Sligo Colony, No. 119. Veterans of Foreign Wars, John P. Colleary Post, No. 638. Spanish War Veterans, E. D. Marshall Camp, No. 17. Marlborough Society of Natural History.

The clubs of Marlborough are: Alexander Club; Club Dramatique; French Naturalization Club; Gurez Club; Happy Hollow Club; Highland Athletic Club; Marlborough Country Club, and the Woman's Club.

**Medford** has many secret, benefit, fraternal, social and other clubs and organizations. Among these are: The Mount Hermon Lodge of Masons, chartered September 12, 1854. Mystic Royal Arch Chapter, chartered June 9, 1863. Medford Council of Royal and Select Masters, chartered December 8, 1869. Harmony Lodge, No. 68, Independent Order of Odd Fellows, instituted April 4, 1845. After many years of successful working, interest in the lodge declined and its charter was surrendered. In 1874 members of the order applied for a new charter, which was granted and the lodge instituted March 13, 1874. Mount Vernon Lodge, No. 186, Independent Order of Odd Fellows, instituted September 4, 1878. Mystic Encampment, No. 81, Independent Order of Odd Fellows, instituted April 30, 1896. Mystic Lodge, M. W., Independent Order of Odd Fellows, instituted February 2, 1904. Purity Rebekah Lodge, Independent Order of Odd Fellows, instituted 1891. Medford Lodge, No. 231, Knights of Honor, instituted February 18, 1876. Mystic Lodge, No. 883, Knights of Honor, instituted February 7, 1878. Home Lodge, No. 124, Knights and Ladies of Honor, instituted December 31, 1878. Medford Council, Royal Arcanum, instituted May 31, 1878. Charles F. Loring Council, Royal Arcanum, instituted April 13, 1892.

Medford Council, No. 141, Knights of Columbus, instituted December 27, 1895. Division No. 4, Ancient Order of Hibernians, instituted August, 1895. Hiawatha Tribe, No. 34, Improved Order of Red Men, instituted February 3, 1887. Medford Lodge, No. 195, Benevolent and Protective Order of Elks, instituted May 27, 1904. Cradock Lodge, No. 104, Knights of Pythias, instituted August 16, 1893. Trinity Lodge, No. 84, New England Order of Protection, instituted March 29, 1899. Cradock Temple, No. 43, Rathbone Sisters, instituted March 15, 1905. Middlesex Chapter, No. 64, Order of the Eastern Star, instituted November 8,

1898. Mystic Court, No. 77, Massachusetts Catholic Order of Foresters, instituted December 12, 1889. Brooks Commandery, United Order Golden Cross, instituted January 7, 1889. Court, City of Medford, Foresters of America, instituted 1890.

S. C. Lawrence Post, No. 66, Grand Army of the Republic, organized August 21, 1868. General S. C. Lawrence Camp, No. 54, Sons of Veterans, organized January 28, 1888. General S. C. Lawrence Legion of Spanish War Veterans, No. 31, organized January 25, 1903. S. C. Lawrence Woman's Relief Corps, No. 5, organized May, 1879. Sarah E. Fuller Tent, Daughters of Veterans, organized March 1898. Sarah Bradlee Fulton Chapter, Daughters of the American Revolution, organized November 3, 1896.

The Medford Club, chartered May 6, 1902. The Neighborhood Club, chartered 1892. The Woman's Club, chartered May 3, 1897. Medford Boat Club, chartered 1898. Medford Historical Society, organized May 22, 1896.

The orders in **Melrose** are: The Free and Accepted Masons, Fidelity Lodge, Wyoming Lodge, Waverly Royal Arch Chapter, organized in 1863; Knights Templar, Hugh de Payens Commandery, No. 20; Order of the Eastern Star, Chapter No. 14, organized May 17, 1882. Knights of Columbus, Melrose Chapter, No. 28. American Order United Workmen, Garfield Lodge, No. 32. Benevolent and Protective Order of Elks, Melrose Lodge, No. 1031. Independent Order of Odd Fellows; William M. Webber Lodge, No. 114; Melrose Lodge, No. 157, organized October 7, 1871; William M. Webber Lodge, Golden Rule Rebekah Lodge, No. 23. Knights of Pythias, Fordelle Lodge, No. 115; Pythian Sisters, Fordelle Temple Lodge, No. 36. New England Order of Protection, Wyoming Lodge, No. 365. Grand Army of the Republic, U. S. Grant Post, No. 4, organized in 1867; Woman's Relief Corps, U. S. Grant Corps, No. 16. American Legion, Melrose Post, No. 90. Daughters of Veterans, Tent No. 37. Sons of Veterans, William Barry Francis Camp, No. 79; Sons of Veterans Auxiliary. Melrose Grange, No. 331.

Other organizations in Melrose are: Amphion Club of Melrose; Melrose Board of Trade; Daughters of the American Revolution, Deliverance Munroe Chapter; Melrose Society of Arts and Crafts; Melrose Highlands Woman's Club; Old State House Chapter, Daughters of the American Revolution; Melrose Woman's Club; Melrose League of Women Voters; The Melrose Club; Highland Club of Melrose; Young Men's Christian Association; Melrose Sons and Daughters of Maine; Republican City Committee.

The various fraternal and social organizations of **Natick** are as follows: American Legion Corps, Edward P. Clark Post, No. 107. Free and



Accepted Masons, Meridian Lodge; Parker Royal Arch Chapter. Ancient Order of Hibernians, Division No. 27; Division No. 33; Ancient Order of Hibernians, Ladies Auxiliary, Division No. 8. Ancient Order United Workmen, Natick Lodge, No. 35. Commercial Club, Daughters of the American Revolution, Natick Chapter. Daughters of Rebekah, Welcome Lodge, No. 45. Eliot Athletic Club. Foresters of America, Bengasi Court, No. 264; John Eliot Court. Fraternal Order of Eagles, Natick Aerie, No. 892. Grand Army of the Republic, General Wadsworth Post, No. 63. Independent Order of Odd Fellows, Natick Encampment, No. 56; Saint Narnock Lodge, No. 585; Takawamabait Lodge, No. 59. Independent Order of Odd Ladies, Manchester Unity, Purple Star Lodge, No. 61. International Order Good Templars, Golden Star Lodge, No. 82. Natick Sons of Veterans. Knights of Columbus, Natick Council, No. 79. Knights of Pythias, Myrtle Lodge, No. 61. Knights of Sherwood, John Eliot Conclave, No. 140. Knights Templar, Natick Commandery, No. 33. Massachusetts Catholic Order of Foresters, Saint Matthew Court, No. 122. Massachusetts National Guard, Battery E, 103d Field Artillery. Massachusetts Spanish War Veterans, Phil Connealy Camp, No. 25; Camp No. 25, Auxiliary. Helen G. Fairbanks Corps, No. 33. Natick Firemen's Relief Association. Natick Master Builders' Association. Natick Woman's Club. The National Alliance of the Daughters of Veterans, Mrs. Nellie Shayer Bemis Tent, No. 59. New England Order of Protection, Leonard Morse Lodge, No. 344; Natick Lodge, No. 399. Order of the Eastern Star, Aurora Chapter, No. 9. Patrons of Husbandry, Natick Grange, No. 324. Royal Arcanum, Natick Council No. 126. Sons and Daughters of Liberty, Molly Pitcher Council, No. 10. Sons of Veterans, Henry Wilson Camp, No. 49; Auxiliary to Camp No. 49. South Natick Historical, Natural History and Literary Society. United Order Golden Cross, Eliot Commandery, No. 296. United Order of Independent Odd Ladies, Harmony Lodge, No. 37. Woman's Relief Corps, General Wadsworth Independent.

The societies and associations of **Newton** and its suburbs are: The Newton Board of Trade; Newton Boat Club; Newton Catholic Club; Newton Centre Improvement Association; Newton Centre Reading Club; Newton Centre Squash Tennis Club; Newton Centre Woman's Club; Newton Club; Newton Federation of Women's Clubs; Newton Firemen's Relief Association; Newton Highlands C. L. S. C. Club; Newton Highlands Improvement Association; Newton Historical Society; Newton Ladies' Home Circle; Newton Medical Club; Newton Mothers' Club; Newton Natural History Society; Newton Police Benefit Association; Newton Real Estate Association; Newtonville Woman's Club; Northgate Club; Players; Quinobequin Association; Rebecca

Pomeroy Newton Home for Orphan Girls; Review Club; Shakespeare Club; Stearns School Centre; Travelers' Club; Unitarian Club of Newton; The Villagers; Waban Neighborhood Club; Waban Woman's Club; Wednesday Club; West End Literary Club; Woman's Club of Newton Highlands; Neighborhood House; West Newton Women's Educational Club; Women's Christian Temperance Union; Woman's Club of Newton Upper Falls; Woodland Golf Club and the Young Men's Christian Association. The Acquaintance Club; Albemarle Golf Club; American Red Cross; The Auburndale Brotherhood; The Auburndale Club; Auburndale Fraternal Benefit Association; Auburndale Study Club; Auburndale Village Improvement Society; Auburndale Woman's Club; Brae Burn Country Club; Christian Era Study Club; Claflin Guard Veteran Association; Club De Naturalization Independent Franco-American; Commonwealth City Club; Daughters of the American Revolution, Lucy Jackson Chapter; Daughters of the American Revolution, Sarah Hull Chapter; Eight O'clock Club; Every Saturday Club; Hunnewell Club; and the Langley Club.

The fraternal societies of Newton and surrounding suburbs are: Free and Accepted Masons, Dalhousie Lodge; Fraternity Lodge; Newton Royal Arch Chapter; Cryptic Council of Royal and Select Masters; Gethsemane Commandery, No. 35, Knights Templar; Order of the Eastern Star; Newton Masonic Hall Association; Ancient Order of Hibernians; Divisions No. 25, 35, 53, and 54. Ancient Order of United Workmen; Auburndale Lodge, No. 111; General Hull Lodge, No. 123; John Eliot Lodge, No. 149; Oak Lodge, No. 170; Garden City Lodge, No. 182; Artisans Canadiens-Français Lodge. Benevolent and Protective Order of Elks, Newton Lodge, No. 1327. Daughters of Veterans, Mrs. A. E. Cunningham Tent, No. 2. Foresters of America, Court Garden, No. 154, and Court Crystal Lake, No. 236; Corte Unova Italia, No. 266; Forestiers Franco-American, Cour Quebec, No. 24; Newton Lodge, No. 21. Fraternal Order of Eagles, Nonantum Aerie, No. 1665. Grand Army of the Republic; Charles Ward Post, No. 62. Grand United Order of Odd Fellows; Newton Lodge, No. 3204. Improved Order of Heptasophs, Nonantum Conclave, No. 1045. Independent Order of Odd Fellows: Newton Lodge, No. 92. Waban Lodge, No. 156; Home Lodge, No. 162; Garden City Encampment, No. 62; Highland Rebekah Lodge, No. 82; Tennyson Rebekah Lodge, No. 119; Summer P. Lawrence Rebekah Lodge, No. 177. Knights of Columbus; Newton Council, No. 167; Newton Knights of Pythias, Newton Lodge, No. 110. L'Union St. Jean Baptiste d'Amérique; Conseil Marquette, No. 49. Massachusetts Catholic Order of Foresters; Saint Bernard Court, No. 44; Middlesex Court, No. 60; Father Thomas J. Lee Court, No. 201. New England



Order of Protection; Riverdale Lodge, No. 76. Royal Arcanum, Triton Council, No. 547. Sons of Veterans, Wiley Edwards Camp, No. 31. United Order Independent Odd Ladies, Boynton Lodge, No. 20. United Spanish War Veterans, Thomas Burnett Camp, No. 10.

The clubs of **Somerville** are: Alpha Tau Omega; Beta Kappa; Browning; Clarendon; Coenonia; Delta Phi Sigma; Delta Upsilon; Forthian; Gamma; Heptorean; Home Welfare; Old Powder House; Olympia; Rotary of Somerville; Saint Anthony's Club; Sigma Omega Psi; Sigma Tau Alpha; Somerville Daughters of Maine; Somerville Nurses; Somerville Sons of Maine; Somerville Sons and Daughters of New Hampshire; Somerville Teachers'; Somerville Woman's; Somerville Woman's Catholic Club; Theta Delta Chi; Webrowit; Winter Hill; Winter Hill Italian Citizens; Winter Hill Yacht Club, and the Zeta Psi.

The fraternal organizations are: The American Legion, Somerville Post, No. 19; American Legion Auxiliary, Somerville Unit, No. 19; Ancient Free and Accepted Masons: Orient Council, Royal and Select Masters; Somerville Royal Arch Chapter; John Abbot Lodge; King Solomon's Lodge; Soley Lodge; Somerville Lodge; Ancient Order of Hibernians; Division No. 36; Division No. 40; Ladies' Auxiliary, Division No. 3; Ladies' Auxiliary, Division No. 11. American Order United Workmen of Massachusetts: Cradock Lodge, No. 193; Somerville Lodge, No. 48; Warren Lodge, No. 15, Winter Hill Lodge, No. 118. Benevolent and Protective Order of Elks: Somerville Lodge, No. 917. Brotherhood of Locomotive Firemen and Enginemen; Paul Revere Division, No. 485. Catholic Daughters of America; Court Ursula Lodge, No. 187. Daughters of the American Revolution; Anne Adams Tufts Chapter, Daughters of the Revolution; Prospect Hill Chapter. Daughters of Veterans: Mrs. George O. Brastow Tent, No. 12. Foresters of America; Venezia Court, No. 240. Fraternal Order of Eagles: Somerville Aerie, No. 1037; Edward Clancy Court, Massachusetts Catholic Order of Foresters. Girl Scouts: Somerville Council. Grand Army of the Republic: Willard C. Kinsley Post, No. 139. Grand United Order of Odd Fellows: Powder House Lodge, Improved Order of Red Men: Wonohaquaham Tribe, No. 69. Degree of Pocahontas, Ya-Wa-Ta Council, No. 25. Independent Order of Odd Fellows: Caleb Rand Lodge, No. 197; Oasis Lodge, No. 146; Paul Revere Lodge, No. 184; Somerville Encampment, No. 48; Winter Hill Encampment, No. 76. Rebekah: Erminie Lodge, No. 76; Ivaloo Lodge, No. 7; Ramona Lodge, No. 93. Irish National Foresters: Brother Sheare's Branch, No. 380; Lady Leslie Branch, No. 432; Fylgia Lodge. Knights of Columbus: Mount Benedict Council, No. 75. Knights of Malta: Signet Commandery, No. 188. Knights of Pythias: Arcadia Lodge, No. 113, Somer-

ville Lodge, No. 11. Ladies of the Grand Army of the Republic; General Phil Sheridan Circle, No. 28. Ladies' Societies of Brotherhood of Locomotive Firemen and Enginemen; Pride of the East Division, No. 155. Loyal Orange Institute; Mount Horeb Lodge, No. 19. Loyal Order of Moose; Loyal Order of Moose of Somerville. Manchester Unity, Independent Order of Odd Fellows; Loyal Thistle Lodge, No. 7420; Old Powder House Lodge, No. 7609. Massachusetts Catholic Order of Foresters; Benedict Court, No. 39; Father Keyes Court, No. 193; Hugh O'Brien Court, No. 134. New England Order of Protection; American Lodge, No. 24; Middlesex Lodge, No. 207; Winter Hill Lodge, No. 277. Order of the Eastern Star: Commonwealth Chapter, No. 74; Fraternal Chapter, No. 136; Highland Chapter, No. 35. Order of Scottish Clans: Clan Mac Dougall; No. 146. Order of Sons of Italian America; Lodge. No. 982. Order of Sons of Veterans: Major John A. Cummings Camp, No. 3; Order of United Commercial Travelers of America: Somerville Council, No. 467. Patriotic Order of America; Camp No. 1; Camp No. 3. Patrons of Husbandry: Somerville Grange. Pythian Sisters: Somerville Temple Lodge, No. 18; Arcadia Temple Lodge, No. 69. Royal Arcanum: Elm Council Lodge, No. 36; Somerville Council Lodge, No. 6; Unity Council Lodge, No. 59. United Order of the Golden Cross: Putnam Commandery, No. 38; Winter Hill Commandery, No. 395. United Order of Independent Odd Ladies: Constellation Lodge, No. 34; Friendship Lodge, No. 2; Harriet K. Wilson Lodge, No. 14. United Spanish War Veterans: Corp. Clarence Stewart Auxiliary, No. 19; Veterans of Foreign Wars: Dilboy Post.

The military organizations of Somerville are as follows: National Guard; A Company, 1st Battalion, 101st Regiment of Engineers; B Company, 1st Battalion, 101st Regiment of Engineers.

The Labor organizations are: Central Labor Union; City Men's Local Union; Glass Workers Union; Painters' Union; and the Somerville Central Labor Union.

The clubs and associations of **Somerville**: Central Club Association of Somerville; Council of Federated Clubs; Highland Parent-Teachers Association; Knights of Columbus Building Association; Knights of Malta Building Association; Lowe Parent-Teachers' Association; Northeastern Junior High Parent-Teachers' Association; Prospect Hill Association; Saint Joseph's Catholic Association; Saint Joseph's Guild; Somerville Building Association; Somerville Chamber of Commerce; Somerville Firemen's Relief Association; Somerville Historical Society; Somerville Local Branch, Massachusetts Police Association; Somerville Police Relief Association; Somerville School Association; Somerville Veterans Firemen's Association; Twenty-Five Associates; Union Square



Business Men's Association; West Somerville Civic Association; Winter Hill Improvement Association; Women's Auxiliary of the Young Men's Christian Association; Young Men's Christian Association.

**Wakefield** has a large number and a large variety of fraternal orders, municipal and social organizations and societies, among which are:

Fraternal Orders: American Association for Recognition of Irish Republic—Terence McSwiney Council; Columbus, Knights of—Wakefield Lodge, No. 1276; Erin, Daughters of; Friends of Irish Freedom—Hugh O'Neil Branch; Foresters, Massachusetts Catholic Order of—Wakefield Court, No. 161; Foresters of America—Court Lucius Beebe; Foresters, Irish National—Robert Emmet Branch; Grange—Wakefield Grange, No. 293; Hibernians—Division No. 26, Ancient Order of Hibernians; Hibernians—Ladies' Auxiliary to Division No. 26, Ancient Order of Hibernians; Masons—Golden Rule Lodge, Ancient Free and Accepted Masons; Royal Arch Chapter (Masonic) of Reading, combining Reading and Wakefield membership; Eastern Star—Harmony Chapter, Order Eastern Star (Masonic); Moose—Wakefield Lodge, No. 945; Moose Ladies' Auxiliary; Malta, Knights of—Emmaus Commandery; Odd Fellows—Souhegan Lodge, No. 38; Pocahontas, Degree of (Red Men's Auxiliary)—Wenepowweekin Council; Pythias, Knights of—William McKinley Lodge, No. 101; Pythias, Knights of, Uniform Rank—Wakefield Company, No. 14; Pythian Sisters—Wakefield Temple; Daughters of Rebekah, (Independent Order of Odd Fellows)—Good Will Lodge, No. 22; Red Men—Wahpatuck Tribe, No. 54; Royal Arcanum—Quannapowitt Council; Scottish Clan—Clan McPhail; Scottish Clan Auxiliary; United Workmen—Crystal Lodge, No. 34.

Patriotic Organizations: American Legion—Corporal Harry E. Nelson Post, No. 63; American Legion Ladies' Auxiliary; Daughters of American Revolution—Faneuil Hall Chapter; Daughters of Veterans—Julia Ward Howe Tent, No. 49; Grand Army—H. M. Warren Post, No. 12; Grand Army of the Republic; Richardson Light Guard; Spanish War Veterans—Corporal Charles F. Parker Camp, No. 39; Mrs. Edmund Rice Auxiliary, No. 14, United Spanish War Veterans; Sons of Veterans—H. M. Warren Camp, No. 34; Sons of Veterans Auxiliary, No. 13; Woman's Relief Corps, No. 69.

Business Organizations: Chamber of Commerce, Middlesex Traders Association; Wakefield Real Estate & Building Association.

Civic, Church, Charitable and Benevolent Societies: Montrose Civic Association; Men's Club, First Parish; Men's Club of Universalist Church; Men's Club of Methodist Church; Ninth District (Woodville) Improvement Association; Saint Joseph Catholic Temperance Society; Sweetser Charity Committee; Wakefield Catholic Club; Wakefield Com-

munity Choral Society; Wakefield Historical Society; Wakefield Home for Aged Women; Wakefield Visiting Nurse Association; Young Men's Christian Association; Young Men's Christian Association, Ladies' Auxiliary.

Clubs: Bear Hill Golf Club; Cade Chapter, No. 2—Auxiliary to State Firemen's Association; Handcraft Society; 1905 Club; Cosmos Club; Wakefield Club.

The fraternal organizations of **Waltham** are: The American Legion, Waltham Post, No. 156; American Legion Auxiliary, Waltham Unit, No. 156. Ancient Free and Accepted Masons; Sir Galahad Commandery, No. 52; Adoniram Council, Royal and Select Masters; Waltham Royal Arch Chapter; Isaac Parker Lodge; Monitor Lodge. Ancient Order of Hibernians of Massachusetts; Division No. 19; Ladies' Auxiliary, No. 29. Ancient Order of United Workmen; Waltham Lodge, No. 26; Watch City Lodge, No. 166. Army and Navy Union; Sergeant Leslie R. Hodges Garrison, No. 14; Bessie P. Edwards Auxiliary, No. 7. Benevolent and Protective Order of Elks; Waltham Lodge, No. 953. Boy Scouts of America; Waltham Council. Daughters of the American Revolution; Dorothy Brewer Chapter. Catholic Daughters of America; Borromeo Court, No. 223. Foresters of America; Americo Vespucci Court, No. 259; Riverside Court, No. 210; William McKinley Court, No. 241; Uniformed Rank Knights of Sherwood Forest; General Banks Conclave, No. 157. Fraternal Aid Union; Royal E. Robbins Lodge, No. 2591. Fraternal Order of Eagles; Waltham Aerie, No. 750. Grand Army of the Republic; F. P. H. Rogers Post, No. 29. Improved Order of Red Men; Quinobequin Tribe, No. 36. Independent Order Daughters of St. George; Lady Roberts Lodge. Independent Order of Odd Fellows; Waltham Encampment, No. 50; Governor Gore Lodge, No. 198; Prospect Lodge, No. 35; Rebekah Lodges, Deborah Lodge, No. 138; Hawthorne Lodge, No. 57. International Order of Good Templars; Charles River Lodge, No. 42. Knights of Columbus; Waltham Council, No. 147. Knights of Malta; La Valette Commandery, No. 227. Knights of Pythias; Monitor Lodge, No. 167; Norumbega Lodge, No. 80. Ladies' Catholic Benevolent Association; Waltham Branch. Loyal Orange Institution; Warren G. Harding Lodge. Loyal Order of Moose; Waltham Lodge, No. 1018. L'Union St. Jean Baptiste D'Amérique; Didace T. Veuneau. Massachusetts Catholic Women's Guild; Waltham Branch. Massachusetts Catholic Order of Foresters; Prospect Court, No. 58. Massachusetts Girl Scouts, Incorporated; Waltham Council. Manchester Unity (Independent Order of Odd Fellows); Waltham Lodge, No. 7762. New England Order of Protection; Riverside Lodge, No. 42. Order of the Daughters of Veterans; Mother Stickney Tent, No. 26. Order of the



Eastern Star; Electa Chapter, No. 19. Order of Owls; Waltham Nest, No. 1087. Order of the Sons of Veterans; General N. P. Banks Camp, No. 41. Patrons of Husbandry; Waltham Grange, No. 282. Pythian Sisters; Norumbega Temple, No. 46. Royal Arcanum; Rumford Council, No. 113. Société De L'Assumption; Acadie Succursale, No. 1. Ladies' Auxiliary, No. 1. Sons of Italy; Dante Alighieri Lodge, No. 648. Sons of St. George; Victoria Lodge, No. 53. United Order of Independent Odd Ladies; Crescent Lodge, No. 28; Waltham Lodge, No. 40. United Spanish War Veterans; James M. Dermody, Camp No. 5; Jennie T. Rogers Auxiliary, No. 10. Vasa Order; Skansen Lodge, No. 90. Woman's Relief Corps; J. P. H. Rogers Corps, No. 25.

Other associations are: St. Stefano Filiendi; Sons and Daughters of Maine Association; Waltham Branch of Massachusetts League of Women Voters; Waltham Chamber of Commerce; Waltham Democratic City Committee; Waltham Fifty Associates; Waltham Firemen's Relief Association; Waltham Graduate Nurses Association; Waltham Luther League; Waltham Medical Society; Waltham New Church School Alumni Association; Waltham Police Relief Association; Young Men's Hebrew Association; Young Women's Hebrew Association.

Clubs to be found in Waltham are: A. C. E., No. 375; Crescent Canoe Club; Eighteen-Eighty; Fales; Highland; Italio-American Republican; Piety Corner; Riverside; Unity, Waltham Camera; Waltham Canoe; Waltham College Club; Waltham Country Club, Inc.; Waltham Girls Club; Mothers' Club; Musical Club, and Waltham Woman's Club.

The **Watertown** clubs are: American Democratic Liberal Club, 87 Bigelow Avenue; Columbia Club; Watertown Branch, meets in Knights of Columbus Hall; Oakley Country Club; Rotary Club of Watertown, meets in Masonic Hall (every Tuesday); Thursday Morning Musical Club; Watertown Mothers' Club (meets High School Annex); Watertown Woman's Club (meets in old High School); Winsor Club, Langdon Avenue corner Maplewood.

The fraternal organizations of the city consist of: American Legion Watertown, Post No. 99, 10 Mt. Auburn; American Legion Auxiliary, Watertown Branch, 10 Mt. Auburn; Ancient Free and Accepted Masons; Pequossette Lodge (meets in Masonic Hall); Victory Lodge (meets in Masonic Hall); Royal Arch Chapter (meets in Masonic Hall); Ancient Order of Hibernians, Division No. 14 (meets in Knights of Columbus Hall); Benevolent and Protective Order of Elks, Watertown Lodge, No. 1513 (meets in Town Hall); Daughters of American Revolution, Watertown Chapter; Daughters of Veterans, Nellie F. Barney Tent, No. 43 (meet in Grand Army of the Republic Hall); Fraternal Order of Eagles, Pequossette Aerie, No. 1428 (meet in Strand Theatre Building);

Grand Army of the Republic, Isaac B. Patten Post, No. 89 (meet in Grand Army of the Republic Hall); Independent Order of Odd Fellows; Lafayette Lodge, No. 31 (meets in Masonic Hall); Longfellow Rebekah Lodge, No. 150 (meets in Masonic Hall); Irish National Foresters; Robert Emmet Branch, No. 480 (meet in Tomasetti Hall); Star of Erin Branch, No. 526 (meet in Tomasetti Hall); Knights of Columbus, Watertown Council, No. 155, 111 Watertown; Knights of Pythias, Watertown Lodge, No. 143 (meet in Masonic Hall); Ladies' Catholic Benevolent Association, Branch No. 1317; Massachusetts Catholic Order of Foresters; Charles River Court, No. 55 (meet in Knights of Columbus Hall); Father Stack Court, No. 162 (meet in Knights of Columbus Hall); Order of the Eastern Star, Pequossette Chapter, No. 141 (meets in Masonic Hall); Sons of Veterans, Isaac B. Patten Camp, No. 29 (meet in Grand Army of the Republic Hall); Pythian Sisters, Watertown Temple, No. 72 (meet in Masonic Hall); Veterans of Foreign Wars, Burnham-Manning, Post No. 1105 (meet in Tomasetti Hall); Watertown Grange (meet in Grand Army of the Republic Hall); Woman's Relief Corps, Isaac B. Patten Corps, No. 89 (meet in Masonic Hall); Historical Society.

The associations, fraternal and social of **Winchester**, are as follows: Red Cross, Winchester branch. Winchester Chamber of Commerce. Winchester Visiting Nurse Association. Ancient Free and Accepted Masons; William Parkman Lodge, organized May 10, 1864. Ancient Order United Workmen, Winchester Lodge, No. 158. Benevolent and Protective Order of Elks, Winchester Lodge. Grand Army of the Republic, A. D. Weld Post, No. 148. Independent Order of Odd Fellows, Lodge, No. 231, organized November 8, 1894; Victoria Rebekah Lodge, No. 178. Knights of Columbus, Winchester Council, No. 210. Royal Arcanum, Abeyonia Council, No. 1002.

The clubs in Winchester are: Calumet Club; Winchester Boat Club; Winchester City Club, and the Winchester Fortnightly Club.

The associations and societies of **Woburn** are as follows: Rumford Historical Association, organized April 28, 1877. Woburn Charitable Association. Woburn Fireman's Relief Association, organized July 4, 1886. Young Men's Christian Association, Hospital Aid Association, Woburn Teachers' Association.

The clubs are: Gabalotte Club; Glen Ridge Club; the Mishawum Club, organized May 10, 1867, incorporated May 10, 1885; Somerset Club; South End Social Club; Towanda Club, organized in 1895.

The fraternal organizations: American Legion, George A. Campbell, Post, No. 101; Ancient Free and Accepted Masons, Mount Horeb Lodge, instituted in 1855; Woburn Royal Arch Chapter; Masonic Mutual Relief Association. Ancient Order of Hibernians, Division No. 3; Ladies' Aux-



iliary to Division No. 3, Division No. 5. Ancient Order of United Workmen; Mishawum Lodge, No. 61, organized June 2, 1886. Benevolent and Protective Order of Elks; Woburn Lodge. Danish Brotherhood, Lodge No. 197; P. J. Johnanson; Danish Sisterhood, Lodge No. 101. Daughters of the American Revolution, Baldwin Chapter. Daughters of Civil War Veterans, Woburn Chapter. Foresters of America. Grand Army of the Republic, Woburn Post, No. 61, organized June 23, 1884. Independent Order of Odd Fellows, Woburn Encampment, No. 72; Crystal Fount, Lodge, No. 9; Hope Rebekah Lodge, No. 39; Crystal Fount Mutual Relief Association; Manchester Unity. Knights of Columbus, Woburn Council, No. 77, instituted May 28, 1893. Loyal Orange Institute of the United States; Woburn Surrender Lodge; Woburn True Blue Lodge, No. 119; Martha Washington, L. L. O. L. No. 12, organized May 28, 1888. Massachusetts Catholic Order of Foresters, Quality Court, No. 32, organized May 2, 1881. Order of the Eastern Star, Aletheon Chapter, constituted November 11, 1916. Order of Scottish Clans; Clan MacKinnon, No. 45; Patrons of Husbandry, Woburn Lodge, No. 287, Royal Arcanum, Baldwin Commandery, Lodge No. 125. Sons of Veterans, Charles Bowers Winn Camp, No. 66; Woburn Lodge, No. 214. Sons of Veterans Auxiliary, to same. United Spanish War Veterans, Charles H. Moloy Camp, No. 42. Woman's Relief Corps; Woburn Woman's Relief Corps, No. 161; Burbank Woman's Relief Corps, No. 84.





## CHAPTER XXVII

### COMMERCE AND AGRICULTURE.

The settlement of Middlesex County started as a commercial proposition, although the motive which brought many of the settlers was a religious one, the desire to worship God in their own way. The Massachusetts Bay Company was made up principally of merchants, and they hoped to make money by establishing trading centers which would bring rich returns for the money invested. This in no way offsets or changes the fact that they were also religious, and had high religious ideals. But money is money, and the most of the company were wealthy. Reports had come of the wonderful resources of this country, and it was natural that a few of so commercial a people as the English should wish to secure some of the rewards assured by the prospect. There were furs, seemingly in endless numbers; there was timber of the finest, close to water, making it easy to build the vessel that would then carry lumber and other products back to England. And it was supposed that there were friendly Indians who would be anxious to trade their gold and products of the soil for cheap trinkets. Apparently, here was a land that needed only exploitation to make rich all who shared in the work. It was comparatively a simple matter to secure the money needed for the adventure, and there was no difficulty in getting the required number of adventurers to fill the ships bought and sent here by the company.

**Fur Trade**—Disappointment was the lot of the first comers, the company never realizing any great return on its investments. It soon developed that the Indians had been all but wiped out by disease, and that those who remained were rather a worthless lot, and unfriendly to the whites. There were very few aborigines and they not only had nothing in the way of gold or precious metals and stones, but were such indifferent farmers as to hardly grow enough for their own sustenance. The furs proved to be few and not the most valuable kinds. Some of the first vessels returning to the mother land did carry large quantities of peltries, and these brought good prices in the English market. The profits were large for they had been purchased from the Indians for almost worthless trinkets. Then, too, the cost of transportation on so condensed an article was small as compared with more bulky things. The fur trade proved ephemeral. Fur-bearing animals disappeared as

settlements grew, and the Indians were too treacherous and belligerent to make it safe for the pioneer to go into the wilds and trap. Within two decades furs had ceased to be an important part of the trade in Middlesex, only the outlying districts around the present Lowell and Marlborough having any fur-trading posts. The most of what peltries were still taken were bought farther west, and for the most part were shipped down the Connecticut; New York, rather than Massachusetts, becoming the fur center of the new world.

The fur trade, although soon unprofitable, was not without permanent effect upon the mercantile history of Middlesex County, for many of its early merchants started as fur traders, and several of the towns in the county have grown out of fur-trading centers. A rough cabin would be built to house the man who intended to barter with the Indians. For business, social, and safety reasons, he would induce others to locate near him; often the site chosen for the post would be choice agricultural land. The Indian soon got beyond the useless trinket stage; selling his pelts, he had need of a substitute wherewith to clothe himself. Cloth was often made by the whites for this purpose, and the trader, in order to secure that cloth, had to have something the maker wanted in exchange. Most trade was by barter where one article was exchanged for another. It soon came about that the simple trading post became quite a mercantile establishment with a wide variety of articles upon its shelves, and with the diminishing of the Indian trade, greater attention was given to the needs of the white. Several of the later important merchants began their operations on this simple scale.

An interesting discovery has come to light this year, 1926, the locating of the first store in Massachusetts. This, as is to be expected, was found near the site of the Plymouth Colony, but on Cape Cod at Bourne. Evidently the trading post was placed so as to be reasonably near Plymouth, and readily accessible to the Dutch traders who came in their boats up the Sound, through Buzzards Bay and the Manamet and Scussett rivers. It was intended as a center of barter between the Wampanoag and Manamet Indians, the Dutch from New York, and the Pilgrims. Here furs were brought and traded for trinkets, wampum (clam-shells used as money by the Indians) and merchandise needed by both Dutch and English. Provisions of all sorts, particularly corn, had a large place in the transactions.

Nothing but the cellar and doorstep remain of this early store, but that it is the site is apparently well authenticated. Its founding was evidently due to the accessibility of the spot and the hope that the trading post might rid the colony of their debt to the "Merchant Adventurers Association of London" which had financed the "Mayflower" and "Speed-



well" expeditions. Governor Bradford, Miles Standish, and four other leaders of the colony had formed an organization to underwrite the debt to the parent association, and this store was their first commercial effort in the new land, and the first trade mart between the colonists in the new world. The articles of agreement by which the new organization took over the debt reads, in part, as follows: "The above said parties are to have and free enjoy the pinass, lately built, the boat at Manamet and the shallop called the Bass-boat, and all the implements to them belonging that is in the store of the said company with all the whole stock of furs, fells, beads, corn, wampampeak, hatchets, knives, etc., that is now in the store, or any due the same on account." A letter, the original of which is now in the Royal Library at The Hague, describes a visit to this store by one Isaac de Rasiere, secretary of Governor Minuit of New York. After telling of his trip up Buzzards Bay, he wrote, "at a small river where those of Patuxet (Indian name for Plymouth) have a house made of hewn oak planks, where they keep two men winter and summer in order to maintain the trade and possession. They have built a shallop in order to go and look after the trade in sewan (Dutch for wampum)."

So much for this first international mercantile association and emporium! It was but the first of many scattered throughout Massachusetts, and was one of the most effective means used by the Plymouth Colony to pay off in full the debts incurred in its settlement. The Bay settlement had to depend on some greater product than furs to make its way. Some provision had to be made for the production of a surplus over needs, or the Bay Company was doomed to be a losing promotion.

**Mercantile System**—There was also a national aspect to the settlement of New England, for the so-called "mercantile system" was one of the great political policies of the European countries, and of it, England was the great exponent. This system was nothing more than the opening of new countries, and the encouraging of such forms of occupations as would not only make the new land self-supporting, but supply exports and receive imports that would work to the advantage of both. The European nations were exceedingly jealous of each other. They put forth every effort to expand, both in wealth and territory. Each new added section must be made self-sufficient in an economic sense, the corollary being, that it would also be self-sufficient in military affairs. Wealth and military strength in the colony would be wealth and power for the fostering nation.

This policy had a marked influence in directing the commerce and development of Massachusetts, and particularly of that part of Middlesex County which clustered about the Bay. It was not, however, along

the lines that England intended, and when Britain tried to enforce its ideas upon the growing colonies later, it found they had acquired strength and independence enough to successfully resist all pressure from the mother land. The weakness in the "mercantile system" lay in the fact that while it encouraged the production of such things as were needed in England, and insisted on the colony taking such things as England made, it tried to restrain the growing of more than the home country wanted, or of purchasing anything not manufactured by the English. The colonial market was to be reserved for Britain, and the new land was to be squeezed to the limit for the benefit of home. How this scheme worked out in Massachusetts is well known now by all parties concerned.

**Shipbuilding**—At first it was the lumbering industry that was developed. A great stretch of virgin forest covered the land. England was a naval power, and had little enough wood on her island. Most of the lumber, masts, tar, and other naval stores had to be imported from competing countries, and like in the World War these supplies could be cut off in the time of war. Therefore, every inducement was made to encourage the colony to send shipbuilding materials. It was but a short time after the settlers had carved an opening in the forest for their farm and home, that they began the getting out of trees to send abroad. Lacking in the swift rivers of farther north, Middlesex had its timber industries relatively limited and close on the Bay. In the hill area, back from the low basin of the Bay, the forests were soon gone over by the timber-cruisers of the English searching for tall trees suitable for spars. These they marked with the "broad arrow" which told the beholder that the tree had been reserved for the British Navy and could not be cut by private individuals. Perhaps no lumbering industry had a more picturesque beginning than that of Massachusetts, when in the winters these monarchs of the forest were felled, and drawn to the place of shipment by long trains of oxen, sometimes fifty to a tree, then to be hoisted aboard ship for its journey abroad, finally to tower above the sea on some proud frigate.

The Colonists were not content to long confine themselves to sending logs across the sea. They were too ingenious, too ambitious to stand by and merely supply the materials for others to use. They were builders, and began to build the vessels to carry not only spars but worked lumber to foreign ports. Shipyards were started. Medford owed its rise and prosperity to shipbuilding and to what its ships brought back to it. Long before the Revolution the Yankee could build an oaken vessel at less than half the ship could be built in England, and when war broke out between the two sections, more than a third of the



British tonnage had been built in America, the most of it in New England.

The Mystic River with its low banks supplied many natural locations for shipyards, and the ships of Medford became almost as famous as its rum. As early as 1631, Governor Winthrop had built by the river, the "Blessing of the Bay," a little craft of thirty tons. This was probably the first vessel of any size built in Massachusetts, and possibly in America. The next year Mr. Cradock had a ship of a hundred tons constructed, and the shipbuilding industry had been begun in the new world. In 1802 such men as Thacher Magoun, "the pioneer ship builder of Medford," Calvin Turner, Sprague, James, Fuller, and a dozen others made Medford the shipyard center of Middlesex.

The next step, in Medford at least, was the start of the trading with the West Indies. This did not come about until England began to prove an insufficient market for New England products, and the proscribing of others. Furs, naval stores, ships, these were things that the home country were glad to get. But grains, which as the land was cleared the pioneers were raising in larger amounts than they could consume or sell among themselves, fish and salt provisions, which the New Englanders could produce, and did, in large quantities, sugar and the rum made from sugar or molasses, were all barred from England, because it was feared that these would compete with English-produced goods to the detriment of Britain.

Here was a problem for the people of Massachusetts to solve. After a half century of fierce struggle to provide themselves with a home, they had succeeded. More, they had enough money, had so established themselves, that they could afford something more than the bare necessities of life. But the workings of the "mercantile system" forbade the exchange of what they could produce for that which they could not, neither could they, legally, go elsewhere and get what was wanted. This nut was cracked by paying little attention to the legalities and trading with Southern Europe and the West Indies. They built their own ships, then loaded them with their own productions, and then sent them where they willed and sold them. With the money received, purchases were made in England, so that the mother land really benefited by these illegal acts, but the government, officially, never could see this.

It was the "mercantile system" that built up the foreign trade of the Colonies, especially that with the West Indies. Commerce went along a triangular path. The Bay sent shiploads of fish, lumber, and salted meats to the West Indies. The West Indian planter sent his sugar to England and received bills of exchange. These were turned over to the New Englander for his cargo, and he in turn bought the manufactures

of England. Or a vessel would sail from Medford or Boston with a cargo of dried fish for the Mediterranean ports; with the money received the captain of the ship would make purchases in Britain and bring them to his home station.

It thus came about that the owner of a vessel became the leading merchant of a neighborhood. He collected the articles of the settlers and paid for them. He received the imports and sold them to his clients. Many of the early fortunes acquired by the original residents of Cambridge, Somerville, Medford, Malden, and in a smaller degree by all the townspeople of the eastern part of Middlesex, date from these early merchant ventures. Boston, of course, held the lead, but many of its leading merchants lived across the Charles and Mystic.

**Smugglers**—Perhaps the conditions under which the wealth of these merchant families was secured would bear the closest inspection, unless due allowance was made for the times, and the attitude of the men of that day. As mentioned, much of the trading with other countries was forbidden by law. Resort had to be made to smuggling or commerce could not be carried on, and the people deprived of needs for which they were able to pay. Perhaps infractions of the trading laws were deliberately overlooked by the government, certainly they were by customs officials. Smuggling was an institution. It is said that in the late sixteen hundreds, one-third of the trade in Massachusetts was in direct violation of the law, but that the English merchants connived in the smuggling with as great avidity as the colonials. D. A. Wells, the historian, makes the statement that "the colonists were a nation of law breakers. Nine-tenths of the colonial merchants were smugglers. One-quarter of the whole number of the signers of the Declaration of Independence were bred in the contraband trade. John Hancock was the prince of contraband traders, and, with John Adams as his counsel, was on trial at the Admiralty Court in Boston at the exact hour of the shedding of blood at Lexington, to answer for one-half a million dollars penalties alleged to have been incurred by him as a smuggler."

It was the attempt to enforce the shipping and customs laws beginning with 1763, and culminating in 1776, that led to the Boston "tea party" and the break with England. Not only was the attempt made to stop smuggling and the trading with forbidden countries, but even greater restrictive acts were passed, and duties placed on so many articles, that violent discontent was aroused. The opposition stirred up in this country led to the repeal of most of the duties, but at too late a period. The Colonies had done some thinking for themselves, and had come to the conclusion that Parliament had no right to tax them as long as they had nothing to say in the imposition of the taxes.



This is somewhat by the way, but is worthy of note, because it helps to give one a better conception of what trade, commerce, merchandising meant in Colonial times. It also explains the manner, or the causes leading to the wealth of the early merchant. And it also shows why there were so few who might be called great merchants living in the earlier periods of Massachusetts. The whole business was speculative and depended upon illegal practices for success. Supplies came in too irregularly, ships were too often lost or seized, the merchant of today might be a felon tomorrow. It follows that only a few ever rose to any great heights as traders, and practically all of these lived outside of the county. Boston was the shopping center, and Middlesex County towns have never been able to overcome the handicap of having this great commercial district, with its long start, at the very gateway to the region. Even today, it is only the far corners of Middlesex that have large stores run on a "big business" scale.

An exception to the rule has already been noted in connection with Medford. As a shipbuilding center, it also became a trading center. The men mentioned as its old-time shipbuilders were, for the most part, the salesmen of the cargoes which their vessels brought from all over the world. After one of their captains had made the triangle from Medford to the West Indies, to England and back home, the owner had to dispose of what had been brought. The signing of the Treaty of Paris in 1783 brought ruin to many of these early merchants. The European countries flooded the markets of our new country with all the manufactures that the Americans had lacked through the war. Not only did it destroy the budding industries of our land, but it so loaded our wharves with cheap articles, that the monetary system of the States broke down under the drain of the coin sent abroad in payment for these articles. One of the great crises of our Nation was brought about by the spasm of buying induced by cheap goods, and the long years of deprivation suffered by those having means. The monetary system, if we had such a thing, broke down, and disorders, such as the Shays' Rebellion, threatened to disrupt the loosely bound Union.

**Trading Destroyed**—What hurt most, in a local way, was the fact, that while all vessels had free access to our ports, our ships were barred from English ones. Even the West Indian trade went to our British rivals. Even wholesale smuggling failed to overcome our handicap. Many of the great traders were ruined, and the fortunes accumulated were lost. These conditions held until the French Revolution. Soon after this event England became involved in a struggle with France. Britain proclaimed a blockade of France, and the latter country retaliated by forbidding trade with England. The United States became

the only large neutral carrying nation. All the American shipper needed was the chance to operate, and the opportunity was seized with an avidity that soon brought the water trader to the fore as never before. The New England clipper ship was to be found in every port, and the return made to the owners was great. Massachusetts rose from its business depression to prosperity once more.

Not until 1803 was there a break in these happy conditions. The foreign nations were jealous of the maritime power of the United States, and did all they could to interfere with its further development. Numerous insults were showered upon the American merchantmen. Jefferson, our President, thinking the European nations, particularly England, were dependent upon our shipping for their very existence, retaliated by placing an embargo on our vessels. Our marine was tied up in our harbors, forbidden to trade with foreign countries. But France and England managed to get along without our ships, which rotted at their wharves. Before there was any great revival in trade, although the embargo act was modified in 1808, came the War of 1812 and our ports were so blockaded that shipping was in a worse state than ever.

The War of 1812 was decidedly unpopular in Massachusetts, but it proved a blessing of sorts. Heretofore, the trade with foreign countries had been the base of the prosperity of the Commonwealth. Comparatively little was produced in the State. There were no manufactures, unless the distilling of rum in Medford and the neighboring towns may be considered as such. Farm products were few, and there was little exportable surplus. Boston was the second largest and important harbor in the United States. The wealth of the State came from trade, and its people had become traders, rather than producers.

**Protective Tariff**—With the destruction of our trading facilities, enterprise had to seek another outlet. This was found in manufacturing, and many of the industries of the Commonwealth started at this time. Lowell established his textile mill in Waltham in 1814, the first cotton factory in the world that completed all the operations needed in the spinning of cloth in a single establishment. Wool was woven by machinery, and homespuns began to go out of the market. But the close of the war brought again a flood of English goods, and the newly established industries of Massachusetts were unable to stand such competition. Before the utter destruction of our manufactures, upon popular demand, a protective tariff was established, and the policy of protection begun in 1816, continued with a steady rising scale of duties until 1830. Until the Civil War, these duties averaged about thirty-three percent. Whatever one's attitude toward the policy of protective tariffs may be one must acknowledge that it was the salvation of our manufacturing



interests in the beginning. The period up to 1860 was marked by the greatest advance made in industry and wealth in the history of the Commonwealth. Lowell, the first industrial city to be built as such, had its rise at this time. Marlborough, and other shoe towns, date their business importance from a little later date. Middlesex County villages made more growth in the three decades before the Civil War than in all the years preceding.

This founding and expansion of industries built a second triangle of commerce. Massachusetts now needed cotton, and it was securable in the South. Massachusetts had fish, the heavier farm products, and manufactures to exchange for the cotton. Hence there developed an interstate trade such as there had not been before. The money needed to pay the trade balances had to be secured by sales abroad. Cotton was shipped to the foreign countries, particularly to Liverpool in England; New England also had many things salable abroad. Here we have the triangle again. Supplies to the south, cotton to Europe, cash and products from abroad to the north. Most of this foreign trade was handled by New England shipping, and all of the coastal in American bottoms. The factors, middlemen, "merchants," the New England title for these men, had their headquarters, for the most part, in Boston and their homes in the neighboring regions, particularly Middlesex County. As these became wealthy they felt the urge to return to the land, the farm from which most of them had sprung. The splendid area surrounding Boston supplied just the sort of land required by these men for the establishing of country estates. Just as Cambridge saw its greatest early improvement when the rich Tory founded the "Tory's Row" along the Charles River, so now along the little streams and lakes of the county, country places were built where the "Merchant Prince" held lordly sway. It was the beginning of the American period which has progressed to extreme heights now.

**Progress of Shipping Facilities**—The prosperity of that day was not dependent on shipping however, for shipbuilding and sailing were slowly waning in importance. Since the founding of the United States, New England vessels had been the best in the world, and the New England sailor in a class by himself. The clipper ship was the finest thing afloat, and was known round the world. They brought cargoes from all the out-of-the-way ports of the earth, and Boston was noted as a place when one could buy anything that was produced on this globe. War disturbed the foreign countries, and immigration had risen to great heights. The American ship entered the passenger trade, and brought the emigrant to this land of the free. Gold discoveries in California created a demand for transportation to the coast. Nearly a hundred

thousand people entered San Francisco in one season. The Crimean War forced European governments to purchase American hulls. It is estimated that in 1850 the United States had one-third of the tonnage of the world.

This was the peak, however, for other factors, one in which the New England States were slow to have a part, came to the surface. Metal vessels, by 1840, had shown themselves practical and had multiplied. Steam was taking the place of canvas. When the Civil War started, one-fifth of the tonnage being constructed was steam-driven, although most of it was still made of wood. England, with her well-developed iron industry, was the leader in the iron ship movement, and soon had an advantage that never since has been taken from her. The Civil War produced the straw that broke the camel's back. Privateers prevented the free sailing of our vessels. Warships were built instead of merchant vessels. The wealth of the "merchants," made in the handling of the cargoes of the clipper, was turned to the development of factories and the selling of manufactures within the land. At the end of the war, the mercantile tonnage of the United States had been reduced a million tons. By 1870, the iron ship had displaced the wooden, and Massachusetts and America did not engage in any competitive building with England.

There were too many demands for money at home; too many good investments opening up in our own country. Settlers were flocking into the West. Emigrants were coming by the thousands. Factories were needed everywhere; the South had to be rehabilitated. Railroad building began on a large scale about 1850. It was the day of "big business," the period of rising fortunes; the millionaire now an actuality.

The remarkable expansion and development of our natural resources brought about the rise of the merchant as we now know the word and man. Until the Civil War there were just two kinds of merchants, the shopkeeper of the general store, and the importer, who financed shipping and drew most of the profits from the successful trip. As shown, he was the speculator of the early days, the banker and financier, both of the shopkeeper and the sailing ship, and for the first century oftimes the smuggler. He was a remarkable character, deserving what he gained, and it was his wealth that, for the most part, went into the internal and industrial development of our country.

But it was from the keepers and clerks of the "general stores" that the merchants of a later day came, and many of the big business men. Men who rose to the greatest heights in every realm, served their apprenticeship in the little store at some crossroads village, for example, President Lincoln, and a thousand others as great. The hidden romance



has tempted many a novelist to attempt its revelation, although with little success. As we see the thousands flocking by motor car and train to the large cities to do their shopping we are apt to forget that the country merchant was a big man in the olden days, that he was the autocrat of the countryside, and of trade.

**The Country Store**—The history of Middlesex County extends over a period of three centuries, but for less than a third of that time were there transportation facilities worthy of the name. We think of the Kings Highway, the Boston Post Road, or many another highway, known for two hundred years, as real roads, genuine arteries of commerce and social intercourse. But had we to travel them now with a rubber-tired automobile, we would note them as unpassable, disgracefully impossible. Yet they were all that our forefathers had, and these main highways between the leading centers of population were by far the best roads through, or in, our county. The isolation of the people of that day, we of this age of steam, electricity and gasoline, cannot even imagine. Men and women were born, lived and died without ever going twenty-five miles from their home. If they had a surplus to sell, or if they wanted anything not produced on the farm, they must go to the country store. Mostly this had to be on horseback, for during the greater part of the year the trail through the forest was impassable to a wagon.

One of the needs of a growing neighborhood was a place and man for the reception of country products and the sale of the necessities. It was a precarious business, one requiring a bit more money in hand than farming. Someone more ambitious and venturesome than the average would start a crossroads store. The towns of Middlesex were founded principally around a church, but the villages usually grew up about the trading post of some Yankee.

To this store was brought the homespun cloths, grains, fruits, both raw and dried, meat and hides, lumber, staves and hoops, hand-wrought nails and hinges, pitch, turpentine and other naval stores, furs, anything and everything that had any value that was produced or secured by those living off the land. Barter was the method of exchange, and the simple necessities of life had to be held in stock to pay for what was brought in. In the winter, the storekeeper had to get his collection to the nearest large city, sell them to advantage, and purchase what he thought his customers would want. And it is not to be overlooked that those same potential customers, if dissatisfied with the bargains they were making with the country store, also harnessed up the sleigh and went to the big town themselves.

It is not in the least surprising that the Yankee merchant acquired

a reputation for shrewdness. Indeed, he had to be almost omniscient to live. And there is nothing remarkable in the fact that the country store became the training school from which graduated men who have set the pace for the world in merchandising. After one had sharpened his wits in bargaining with the shrewd, canny, New England farmer, he had no fear of facing the larger competition of the city. The farm is usually considered the reservoir from which the city draws its life, but a study of the biographies of the men prominent in the commercial and political life is likely to show how many of these spent their boyhood behind crossroads store counters. The local emporium may seem to have been a petty affair, but the country owes a great debt for the men it turned into our commercial life. In the county, the proximity to Boston has prevented large mercantile establishments, but it has reason to be grateful for the men sent by the county to found and manage many of its largest establishments.

Consider the story of the Lawrence brothers of Groton, a story that probably has many like it, could they but be uncovered. The town is a small one, and has always been so until recent years. The father of the Lawrence boys was a farmer, a direct descendant of John Lawrence who had settled in Watertown in 1635. All since the first had clung close to the land. Amos, a son born in 1786, was not strong enough to stand the work on the farm and before he had reached his teens, went to Dunstable and became a clerk in the back-woods trading post. He soon found a place in the country store at Groton, and put in seven years apprenticeship as a clerk. When twenty-one, he determined to try his luck in the big city of Boston. He took with him the meagre savings, and little they were, for the wages in a country store amounted to almost nothing in money. Getting work in one of the importing firms, of which there were many in the city, he put the most of his cash in a purchase from the cargo of an East Indian packet. The profit was not great, but it was enough to embark him on a career as an importer that brought him to the top as a leading merchant of Boston, a benefactor of Boston, Harvard, Groton and many other places, and as a vital force in the politics of his state. In his later life he continually gave the credit for his success to the time spent in Groton matching his wits with his careful, thoughtful, thrifty customers.

His brother William, born in 1754, although somewhat older, after clerking in various parts of the county, followed his brother to the city, and became one of the wealthy men of his day, and one of the most benevolent and influential. He with Amos gave the funds that established the now famous Lawrence Academy at Groton, this being but one of their numerous benefactions.



Abbott Lawrence, the youngest of the three, born 1792, had the same country store training in merchandising. Later employed by his brother Amos, he became a partner just after the War of 1812, and was probably the first American to land in England after peace had been declared. His visit was commercial. The Lawrences, one of the principal dealers in the newly made domestic cottons and woolens, put their means into the first of the railroads built through the county. When the Essex Company was formed, Abbott Lawrence was president of it. The city of Lawrence was named after him, as was the Lawrence Scientific School at Harvard University. His leadership in statesmanship won him the appointment as minister to England.

The stories of these three country store clerks are like Horatio Alger tales, yet are unusual only in that there should be so many in one family to rise high, and the heights to which they rose. Francis Cabot Lowell, from whom the city of Lowell derives its name, was a merchant before he became a manufacturer. Nathan Appleton, who with Lowell founded the industrial Waltham, when in 1813, they started to manufacture cotton textiles on a large scale, was before that time a partner with his brother Samuel in the mercantile trade. He continued his activities as a merchant even after the textile industries of Waltham and Lowell became assured successes.

Lowell has a history very unlike any other city in Middlesex, since it was for years the only large place in the county that developed independently of Boston. Until recent years, it has been the largest city in the county. It was developed by merchants, and has been distant enough from Boston to allow the development of merchants. Appleton and Lowell have been mentioned as two of the founders of this remarkable industrial city who were in the mercantile business. Practically all of the leaders were merchants. Kirk Boott's father was interested in the dry goods trade in Boston, and his son served his apprenticeship as a clerk before becoming a civil engineer. Patrick Tracy Jackson, at fifteen went into a store at Newburyport, at twenty was sent to the West Indies to buy goods for the firm, the first of many such trips. A merchant of Boston, when the War of 1812 upset trade, he became a textile manufacturer, builder of railroads and canals, and a great salesman.

These are the four men who are usually credited with being the founders of industrial Lowell, and all of them were successful merchants before turning their attention to manufacturing and building. It is strange that the mercantile spirit and experience behind the more remarkable of the advances made in the county and State has not been made more of in the accounts written about them. The business instinct

is not something to be ashamed of, nor is the story of its effects upon a community lacking in interest and romance.

As one looks back over the business history of Middlesex, one begins to understand what is meant by "the New England character." There are a number of geographical divisions of the United States, but the most of them are arbitrary marks on a map, and are in no sense indicative of any definite characteristics. Who, offhand, can name the "Central States"; and who could fail to know the New England States? The "New Englander" is a type, one now more clearly so than the Southerner or any other. He was made so by his inheritance of blood and land. And the New England style in business is just as definite a thing as is the New Englander.

It is natural for the descendants of the Pilgrims to be pilgrims, and no adequate story of this part of the State could be told without telling of his migrations to all parts of the United States, and to the Pacific world. They are pioneers by instinct. They have gone out from their homes just as did their forefathers in 1620. Hungry for land, desirous of having their own unrestricted way, they have been willing to suffer, if needs be, to gain what they wanted.

Certain developments are noticeable as a result of this pioneering instinct. There was a weakening of New England by the loss of many of its progressive citizens. A greater burden was thrown on the conservative residue, which is reflected in the cautiousness, the caniness, the slowness to change either mind or business, which for a time was notable. Not that the stock was ever more than merely depleted, nor was the vigor that settled Massachusetts and its neighbors, ever lost. But there were changes wrought in the character which showed in business whether that business was manufacturing, merchandizing or agriculture. Before the World War, Middlesex County was suffering a depression in its trade and industries, a part of which was due to too great deliberation and conservatism in business. Since the war has come the natural depression in business that follows every war as surely as the night follows the day. Fortunately, the cautious streak in the New Englander has prevented such catastrophes as have happened elsewhere, and he is in a position to go ahead when the whistle blows, and is doing it. As one goes among the business men of the county one is impressed that while many of them are conservative almost to a fault, they are firmly established, and just a bit more prosperous than those in the same business in other states. He neither lost his head in the war boom period, nor has he been frightened by depressions either before the war or after. Thrift and sanity has steadied him, and the business and industries of the county are on a firm basis.



When a time comes for a sharp advance in trade, the business men of Middlesex County will be ready to make it, and to take advantage of opportunity as it may open up. Meanwhile, a strict accounting of stock in hand is being taken. The resources of the county are being examined, and the facts discovered made known. Business economics are being studied and practiced, two dividends are being made to grow where only one had ever been.

**Agricultural Situations**—One of the greatest of the many opportunities in the county has for half a century failed to receive proper consideration or exploitation—its agriculture. Middlesex County is awakening. In the renaissance of that section, agriculture is playing quite a part. It was the land that drew the first settlers back in 1630, and it was farming that enabled these pioneers to stay here for two centuries before any other industry was introduced that supported life and gave comforts. The greatest potential wealth of Middlesex lies in its land, and this is true in a double sense. Not only is the cultivation of the land, the modern cultivation, profitable, and promising to become more so, but the beauty and charm of the terrain, with the proximity of more than half of it to Boston, makes every farm a potential rich man's estate, or a town lot. Farms that a decade ago were considered of but little value are now the finest residential sections imaginable. The search for newer, larger areas for landed estates is being extended by many of Boston's wealthy, so that the farmer has always the possibility of the sale of his farm at lot prices, or an increasing value in his land and its productions as the area of the county is reduced by the use of so much of it for building purposes. Then again, this suburban growth is constantly enlarging the market for farm products.

The present farming is a new agriculture differing widely from the old, and is still in a state of flux. There are still too many farms in the county where modern methods are not being applied; farms that seem to be going back to the state from which they came, although there are no so-called abandoned farms in Middlesex outside of one small area. And even these few are abandoned because too few know where they are, and the stranger has failed to find them. The new agriculture is a new business based on real knowledge of the soil, fertilization, markets, and inspired by the belief that farming is a business and can, and must, be handled on business principles.

The Puritan was not an agriculturist by training, and really never became so in practice. He was discouraged by the prospect of a raw, uncleared, rocky land, and it is to be feared that his religious temperament was of little help in his first, and even later efforts. He knew nothing about soils; he did of persecution, and perhaps the difficulties

of cultivating the soil replaced the troubles under which he had labored in England, and satisfied the craving for martyrdom which seems to have been inherent in his nature. If a crop failed, it was on the Lord; if the harvest was plentiful, this also was ordained. He still planted the field that had failed to produce corn with that same grain, and on the field that had produced bountifully, he depended on Jehovah to keep up its fertility and keep away disease and pests. The fact that he must plant a fish or two in the hill of corn was demonstrated by his Indian teachers. But the why and wherefore of this bit of fertilizing seems seldom to have penetrated his subconsciousness, and although he could see that where the forest had been burned, crops grew better, it was nearly a century before ashes were applied to the land as a distinct operation, and then more because the sale of them for soap was no longer profitable.

It may seem lese-majeste to write such things of our forefathers, but the truth will out occasionally. Nor is this fatalistic attitude toward the gifts of the earth altogether absent in the farmer of today. The example of some scientific farmer, succeeding as he goes, does not lead all of his neighbors to take the same path. An apple orchard, given proper pruning, care, and spraying, producing as a result double crops, often fails to convince his neighbor that his orchard can be made to do likewise. Customs and traditions have controlled agriculture rather long, but the present generation of farmers in Middlesex is getting away from it when necessary, and the hope of divine intervention in the growing of a crop is very much a thing of the past. All honor is due to the men who carved from the forests the plots which now are cultivated, but just as much is due the intelligent agriculturists and horticulturalists, who in the present century have set the pace that is bringing farming back to its own place in the sun, and adding to the potential and real money values of the county.

The conditions and prospects of agriculture in New England, have been summarized by President Butterfield, of Massachusetts Agricultural College, and his words apply with even greater fitness to Middlesex County, in this way:

I came to New England eight years ago. I soon formed a very optimistic belief in regard to the future of agriculture in New England, and that belief has strengthened with the years.

Of course, there are difficulties, drawbacks, problems. For one thing, we have to admit the spotted character of the land. There is no great area of uniformly rich soil. The soil on a given farm is often of many different types. A single town may have good and poor land. This fact makes it difficult to localize a given crop and bring to the community a great reputation for a specialty.

All over the North at least farm labor is scarce, but perhaps New England farmers suffer more than any others because of the presence of the large number of



mill villages which tempt farm boys and girls from the surrounding regions to steady positions, even at small wages, in exchange for what have seemed to be the uncertainties of the farm.

Farmers everywhere have failed to coöperate, but perhaps the failure is more marked in New England than anywhere else. The New England farmer likes to "paddle his own canoe." Of course, individual farmers of superior intelligence make more profit in this way than they perhaps would by coöperating, but agriculture as a whole is put to a great disadvantage. The individual method of marketing, for instance, is a very costly one. This might not matter so much to the farmer if the consumer paid all the costs of marketing, but unfortunately he does not. A clumsy system of marketing robs the farmer of some of his profit.

Although New England has a small area, and is interlaced with a network of steam and trolley roads, nevertheless the facilities for cheap transportation of farm products to the nearby markets are not as good as one might expect. It costs more for the average New England farmer to get his goods to his market than it ought to cost, and this fact makes the competition with the western and southern growers more serious than would otherwise be the case.

But these difficulties simply mean problems to be solved. They are not insuperable difficulties. On the other hand, there are positive and real advantages possessed by the New England farmers. The first is the *market*. It is a big market. It consists not only of the great city of Boston, but of many minor cities and villages, altogether making a large consuming population within restricted area. The market is near the average farmer. It is a growing market. Nearly all the New England cities have shown a tendency toward growth during the last ten years. It is a high grade market, calling for products of quality. It is a sympathetic market; that is to say, if the proper steps are taken the New England consumers will express a preference for New England grown products.

It is sometimes asserted that the soil of New England is a drawback. On the contrary, it is an asset. True, there are many square miles in New England consisting of ledges, others almost plastered with boulders; but wherever there is clear soil it is good soil—the very best. There are areas that are worn, because they have been over-cropped and mismanaged, but all the New England soils respond bounteously to proper treatment.

There are some special advantages. The rainfall of New England is abundant, and well distributed, as a rule, throughout the growing season. This is shown in the marvelous tree growths. Forestry therefore can be made a permanent agricultural sub-industry. Fruit trees grow vigorously also.

And then there is the fruit *flavor*. It may be soil; it may be climate, it may be the altitude of some of the hills; but no matter what it is, there are few spots on earth where apples particularly take on a better flavor than in New England. This is an asset of tremendous importance.

The grass-growing areas in New England are unsurpassed for native power in producing good hay. Even the hillside pastures are of superior quality. The Lord intended that in New England there should be "cattle on a thousand hills," and it is only man's fault that there are not. We might add sheep, too, to the same category, if it were not for the curse of curs.

The fact of greatest promise is that we are undergoing a great awakening in New England agriculture. Farmers have a new look of hope. Business men are particularly interested. Leaders in community life are interesting themselves in the country problem. All New England is stirring as perhaps never before in all its history, with things agricultural.

This summary by President Butterfield was given more than a dozen years ago and is most conservatively expressed. The last decade has been a period of such rapid and great changes that it is hard to estimate the present condition of agriculture in the county. The fields were pushed to their limits during the World War, and this in spite of the reduction of the farm labor force. Money was made, although this was not the whole side of the effort. What was of more importance, in the long run, was that Middlesex was shown what its lands could produce, when cultivated intensively, the value of fruit growing was realized, and the necessity for differentiation between unlike fields in the class of crop planted on them was indicated. Farm land values are higher than they have ever been in spite of the fact that the farmer has suffered more from the depression in the buying power of the dollar, than has most other industries. In half of the county, good farms have been cheap for more than a century. The record of sales in modern years has shown a steady appreciation in prices, and this for acres which have no prospective town lot value. Much of this increase is, of course, due to the growth of Metropolitan Boston, which makes nearly every acre of Middlesex a possible market garden section with the Metropolis and its suburbs as its outlet.

The twelfth census showed that \$1,421,976 worth of vegetables were grown in Middlesex County. It also showed that Middlesex County showed the greatest per acre production of any county in the United States, and ranked second in the valuation of its vegetable crops. Queen's County, New York, with an area one-third larger than Middlesex, ranked first, but its lead, although so much larger was only by one-fifteenth in the total of the vegetable values. That the county does not rank so high now, is due to the fact that so much of the best of its gardening lands have been taken up by the growing cities in the east of the county. There has, as yet, been an insufficient opening up of new gardens to take the place of those divided into lots, although the demand for vegetable and berry crops has been greatly increased. The use of glass houses for winter and spring forcing is diminishing. Again this is due to the encroachments of cities causing the tearing down of houses faster than they are replaced elsewhere.

"Nowhere in the world is head lettuce produced so systematically and successfully in the glass house as in Middlesex County. The business originated in the county and there it has largely developed." Arlington was the principal center of this highly specialized business, and the glass house is still one of the common sights in the town. Belmont, formerly second to Arlington, now has the lead in hothouse planting in the county, with Winchester close upon its heels. The business is no longer localized,



for the motor truck has placed even the farthestmost towns of the county close to market. While lettuce is valued as a glass-house crop, tomatoes and cucumbers are even more so, with a number of vegetables as minor productions. It was once thought that southern and Pacific coast competition would be too great for the hothouse to meet. The uncertainty of nature's distribution of heat, water and cold has offset many of the advantages of outside southern and western production, and has, if anything developed a market for the finer and more certain supplies of the glass-gardener.

The outdoor vegetable production of the county is increasing in spite of the gradual reduction of the areas formerly devoted to this purpose. The climatic conditions of Middlesex are right for the growing of high quality vegetables. The soils are so varied, that on a single farm may be fields suitable to the planting of very unlike crops. Most of the vegetable farms are small, or consist of a small area of a large farm. But the production may reach a value of a thousand dollars an acre, and the average for the county is thought to be nearly five hundred dollars. The market for these things is broadening, for not only do people eat more vegetables than was formerly the case, but the population of the larger cities have multiplied. The motor car has changed the gardening situation. Not only can the grower get his products into the markets with speed, but with the better and quicker handling, the vegetables are more attractive in appearance and retain their eating qualities. The constant stream of pleasure vehicles along the highways has led to the establishing of roadside stands, where the farmer places his fresh supplies on sale, and thousands of dollars are taken in by the producer without recourse to the middleman. However rapidly the growing of vegetables has expanded in the last decade, the county is very far from supplying its markets. Boston, Cambridge, Somerville, Lowell, just to mention a few of these markets, must still import garden products by the thousand carloads.

Allied to vegetables and sharing with them the increase in the acreage planted in Middlesex, are the fruits. Apples have always been a staple crop of the county. The Baldwin apple, and the Concord grape, both originated in the county, the birthplaces of both being not far from each other. The apple acreage of Middlesex was very large more than a century ago, and apples, planted by the Indians greeted the eyes of the pioneers. When the orchard movement was taken up by the West, there was a tendency to let down in both the planting and the care of the county apples. Soon there were as many run down orchards in the county as in any other part of New England.

It took some years for the horticulturists of Middlesex to realize

that they had advantages not shared by the west or any other section. The flavor of New England apples, their juiciness and aroma, is not surpassed in any other district. There were more good orchard locations in all parts of Middlesex. And the best markets in the world were at their doors, not three thousand miles away. Apple culture is not difficult, yet an apple tree is worth three dollars at three years old and ten dollars at ten years old. If cared for an apple orchard in the county produces thirty percent on the investment.

But for years the apple industry went down hill, and not until the present century were large new plantings of trees made. Now everywhere throughout the county may be found orchards. Some towns especially favored have become apple sections, with the apple and other orchard fruits and berries supplying the principal share of farm income. The traveler along the highways of Littleton and the towns surrounding it now see great signs calling their attention to the fact that they are now in the "Famous Nashoba Fruit Belt." In 1926, the greatest apple crop in the history of the county was on its trees.

Apples are only one of the fruit crops of the county. Peaches, planted first as fillers between the rows of apple trees have proven their worth as a money crop. It once was thought that South New Jersey, Delaware, Michigan and the West had a strangle hold on peach production. J. H. Hale showed that Connecticut was not too far north for this supposedly tender fruit, and the area of its planting has been carried into the most northern of the states. There are none of these northern locations superior to Middlesex County and in recent years there have been not only an increase in peach orchards but the fruit has been produced in quantities to make it a real factor in the total farm production of the county.

Grapes are indigenous to Middlesex. There are those who think the Norse Vikings settled on the present site of Watertown, centuries before Columbus was born, and that they gave the name Vineland to this country because of the great number of grape-vines discovered on it. The Concord grape originated in the town from which it came, and the original vine is still in existence, easily to be observed from the main highway through Concord. All the small fruits do well, and have a flavor and splendid quality about them that make them secure premium prices on the market.

Whatever may be said of the farming abilities of the Puritans, to them credit must be given for recognizing that the hills and meadows were particularly adaptable to dairying and cattle raising. Governor Winthrop, after a few years spent in becoming acquainted with the land, sent back to England for cows and sheep. So determined was he



that these should increase rapidly that he had laws enacted preventing the wasteful killing of stock. So wise was his foresight, that in 1640 cattle was so plentiful that they were purchasable at from four to five pounds, and hides had become one of the exports of the Colony. The writer of "New England's First Fruits" (1642) says: "And having a matter of 1,000 sheep which prosper well to begin with withall, in a competent time we may hope to have woolen cloth made. And great and small cattel, being now very frequently killed for food; their skins afford us leather for boots and other uses."

Some writers think that the cow had as much to do with the survival and growth of the Puritan settlements as any other food factor. Milk not only added to the variety of foods, but supplied vital materials to the restricted diet that changed the condition of the colonies from wholesale deaths to health and vigor. How much the early production of leather and wool had to do with the early leadership of New England in the shoemaking and woolen weaving industries is hard to estimate.

The soft topped hills, grassed in localities to their summits, the well watered valleys with their extensive meadows, the ease with which the land produces grains and crops for silage, make for the supremacy of Middlesex in the production of dairy products. Because of the proximity of markets, the most of the milk made is shipped whole. Boston alone requires more than 15,000,000 quarts of milk per month, and there are two cities of more than 100,000 inhabitants each, and nine of more than 20,000. There are the very best of reasons why so much of the county is in pasture fields, and why dairying is so large a part of the farm occupations of Middlesex.

The pig always goes along with a successful milk production, although the large amounts sold as whole milk prevents the use of skim milk in the feeding of hogs. Poultry might have whole paragraphs written about it, for it is one of the most attractive propositions for the new and none too wealthy worker of the land. Hens are kept on nearly every farm. The county ought, at least, to be able to supply its own eggs, but more than two-thirds of all the eggs and poultry consumed in Middlesex is shipped in from other sections and states.

Only this bare outline of the farming situation in the county can be given. Because of the manner in which the eastern half has developed as a vast suburb of Boston, many forget that agriculture is still practiced on much of its territory, and that it is in a flourishing state. Farming, may, in a measure be "marking time" waiting for more established conditions in industry and values, but there is going on a very quiet but steady getting ready for these better days, while meantime they are conserving both land and means. Agriculture in the county has had

a glorious past. To most observers its present condition is better than that of most states, and its future is expected to surpass anything that has gone before.

**Statistics**—The statistical side of Agriculture in Middlesex may be brought out in a few figures taken from the census of 1920. The county is second in the State in the number of its farms, 4,446, for the average size of the Middlesex farm is only 57.8 acres, not large when it is realized how large a part of the county farms are in pasture or hay fields. Half of the total area of the county is in farms, 257,165 acres out of 532,480. The total value of the farms is \$50,189,584, or an average of \$11,289 per farm. Nearly 90 percent, almost 4,000 of these farms are managed by their owners, and 87 percent of the owners are of native birth.

In the values of its crops, Middlesex ranks first in all the principal productions except in hay and forage in which it is a very close second. The annual receipts amount to \$9,096,937 for crops alone. This is divided almost equally between hay, grains and forage, vegetables and fruits, the figures being: hay, grains and forage, \$2,889,291; vegetables, \$3,835,277; fruits, \$2,466,045. The vegetables net a larger average per acre, and only one fifth of the acreage used for vegetables is planted to potatoes. Of the fruits, apples exceed all others in value. Of the small fruits, strawberries occupy half of the acreage, and cranberries one third.

Domestic animals on the farms have a valuation of \$4,555,170. A little more than \$1,000,000 is represented by horses, of which the county has more than any other. Cattle are valued at \$3,016,185, ranking second to Worcester. The greater number of the cattle are in dairy herds, the number being 2,961,441. These produce annually 10,699,847 gallons of milk, more than 9,791,893 gallons being sold as milk, a very unusual proportion. The milk receipts amount to \$4,427,806. In these particulars the county ranks second in the State, but is first in the average production of its cows with 532 gallons each.

Swine and poultry run about equal in the sums they bring to the farmer. Swine, in which Middlesex outranks the rest of the State, produces \$435,962. Poultry, in which the county runs second, brings in an annual amount of \$442,654.

As a whole, the figures show Middlesex to be far in the lead as an agricultural district. In the values of her productions of all the principal sources of farm receipts, except one, it is the leader of the State. In none of the important sources of wealth does it rank lower than second.



## CHAPTER XXVIII

### OLD HOUSES AND FAMILIES.

The charm of Middlesex somehow makes its appeal to stranger and native, and takes a hold upon his affections that time and distance are unable to break. This charm may come from the attractiveness and variety of the natural beauty for it is rich in both. There may be no "Grand Canyons" nor Niagaras, neither dominating mountains nor gigantic lakes; there may be no vast vistas nor excessive gorgeousness, but in the qualities of Nature that give keen and lasting pleasure, one must search long for its superior. The scenery is of the sort that pleases the æsthetic senses and warms the heart. There are quiet, winding little rivers that give intimate novel pictures at every bend. What stream is there that has so inspired poets as the Charles? The mountains, seeming to the dweller in the Rockies only hills, are soft and rounded and covered to their tops with verdure, scattered helter-skelter over the landscape, with the greenest of valleys interspersed between the knobs. There is little level land excepting on the eastern border, and the hill and dale farms are among the most picturesque farming sections of the United States. The tilled and grassy acres are beautiful, yielding bountifully, and having an enchantment about them that has held their owners generation after generation. Jewel lakes are to be found in the most unexpected places, bewitching in their loveliness even though they may have been named by our Puritan forefathers, ponds. The man who has lived long upon the western prairies is entranced by the luxuriance of the forest growth, and the splendid trees that ornament the most insignificant village street. The Floridian comes romancing about the soft glamour of Florida days, and the Californian boasting of the abiding sunshine of his coast, but both stop to wonder at the clear-skinned, hardy, active, virile, happy men and women that he meets. Sooner or later it penetrates his consciousness that these characteristics are the product of the much maligned New England climate. Just as Middlesex has the whole world of nature in miniature replica, so does it have most of the climates that the world affords. Variety, so we are told is the spice of life. If there is any variety of climate that the county fails to sample during the year, something certainly has been overlooked by the New England weather bureau. It is the variety of climate that made the New Englander, and it is the infinite novelty of

the weather that is one of the natural charms of the Middlesex section of the world.

It is not, however, the climate, various as it may be, nor the beauty of the scenery, wondrous though it be, that gives that quality which is called charm to New England. Perhaps it is the culture of the inhabitants, a thing acknowledged and admired. Perhaps it is the thrift, which is so definitely a genus as to have been labeled New England. It is a natural result of primacy in origin and settlement. When the Puritan came to what is now the county he had little, and to live he had to hold on rigidly to what he had. Extravagance meant death. For a century and a half the pioneer found not opportunity to spend if he would, for imports had been cut down to the minimum. Thrift was imposed upon the first generations by conditions from which they could not escape and it became the habit of later ones. What the wealth which this habit has produced has done and is doing is one of the most interesting features of New England. It may be the history and "finish" of the country that is the basis of its attraction. Somehow the charm of the region defies analysis, and the reality of it is accepted without attempting to explain it.

The historical charm of Middlesex is at least very potent, for it appeals to all good Americans. One small section is the birthplace of the Nation. The folk who settled it brought with them and gave us our language, religious and social ideas, our industries and character, and even our form of government. To Massachusetts Bay came our forefathers, at least if there be the slightest excuse we name them as our forefathers. Other settlements were made in the country, even before those in New England, but it is in this northern colony that so many of us try to trace our lineage. If the genealogic trail fails to lead to Plymouth town and the "Mayflower," we are almost as pleased to find at its end the good ship "Abigail," or the "George Boneventure" or the "Arbella," from all of which came the first of the many English who founded the towns of Middlesex County. Their sons spread, almost upon their arrival, to the outlying parts of the present county, and their son's sons migrated all over our land, carrying a civilization and a society that has been recognized as New England. There were wars with the Indians; with the French; with the mother country; and, while these were by no means fought alone by the natives of Massachusetts, at least the principal leaders and actors in these events came from New England. The first gun of the Revolution was fired in Middlesex, and the battle that decided the destiny of the Colonies was fought on Bunker Hill in one of the towns of the county. In Cambridge, Washington took command of such forces as the country could provide, the most of whom



were from New England, and it was from here that the eleven-months' seige against Boston was directed. If the war ended in Virginia, it was begun in Middlesex, and many a one secretly or openly tries to connect his meagre history by lines leading to some of the heroes of that great affair. Rightly, or the opposite, people recognize that New Englanders have a something in their history, to be honored as though it were a personal merit.

George French has expressed all this and more in his book, "New England," of which the following paragraph is but a hint:

But these things are but the embroidery of history, the pleasant devices we adopt to keep vital within us the spark of patriotism that was in those days of the past fanned into such roaring flames by men who blundered into the roles of tyrants. That in the history of New England which most attracts us of today, which constitutes its principal charm for us, is that it is the story of the germination of a great nation, and more even than that; that it is the story of the beginning of the greatest and most significant era in the world's history. The little knot of Pilgrims who were led out of Holland to America were the pollen of that great and fragrant flower, Civilization, and they were rudely shaken off their parent stalk, after the fashion of Nature, by harsh and hostile forces, that they might seek out and fertilize the, to them, barren and undeveloped blossoms that were ready in the western hemisphere. As this story of the making of the newer and greater world on this western hemisphere recedes into the past it takes on a new and different character. It becomes softened as to outline and definite as to motive and purpose, and we see in it something more than the fighting of battles with Nature and with tyrannical rulers, something more than the winning of freedom for the people who even then felt that they were destined to create a great race and build a great nation. We see the greater plan to loosen the bonds of thought, of intellect, of aspiration, of religion, of science, of imagination, of art; in short, of all of the forces that make for higher civilization, fuller life, greater opportunity, and the burgeoning of humanity. In the light of this truer view, the throes of those early days in New England both shrink and enlarge. It is seen that they were of little consequence, in themselves as throes, but that they were the birth pains of an era of the world. We of New England do not desire to monopolize these hallowed historical memories. We realize that we have a very large interest in them, and that it was in New England that the initiative was first and most emphatically made manifest. There are other sections that can claim almost coincident settling, but none of them received this pollen of freedom and progress that came to New England with the Pilgrims, and landed on Plymouth Rock. While we are not inclined to take credit or unction to ourselves on account of this fact, which we are certain was arranged by that Providence which orders the courses of the world, we do take just pride in the other fact, that we are of those who were the instruments of that Providence, and that we are now permitted to live within the aura of the first physical contact of that radical principle of human freedom and progress. It constitutes one of the most potent of the charms of New England, which has been distributed into the uttermost parts of these United States and is now as much their heritage as ours.

**Primitive Middlesex**—The migrations of the New Englander have

been a drain on the older stock. Replacement has been by the entrance of thousands from other lands, often by those speaking a different tongue, but these hordes have not smothered or overcome the remnant still in the land. Rather have these been absorbed by the old. The new-comer has spread throughout the East, but has been swallowed up in historic New England, and they have become New Englanders. It is not the old but the new that changes. New England has been established long enough to be dominant, to be able to impose its character upon the intruder.

Not the least interesting thing about Massachusetts is that it is ancient, that it has the finish, the dignity, the beauty and strength that only Father Time can give. The ancient shire of Middlesex, despite its flourishing cities and towns, the bustle and noise of its factories, its vigorous progressiveness, gives always the impression of having lived; lived long and well. The past is always meeting one around the corner. The most lively of the towns, where the towering apartment house and broad spread factory is being hurriedly fabricated, has on the next street, a winding, perhaps narrow street, whole rows of old business houses with their odd gables turned toward you. Or there may be an elm covered way bordered by venerable houses built by our forefathers. Where can one find another Brattle Street and its "Tory Row"? Even the crowding by the apartment houses and the new buildings of a new college, cannot spoil the charm of the street. They may jostle the homes built solidly for posterity but never rob them of their dignity given them by the benign hand of age. The same beauty and finish is to be seen in the parklike country outside the towns. Somehow the Middlesex farmhouse so blends with the landscape as to have seemed always to have been a part of it. They have the settled air of buildings that always have been lived in, with the lure of the past, the permanence of completion. Change seems impossible and out of place.

Nor is it only the ancient homes and long used farms that give the restful air of finish and age. The lives of many of the residents are reminders of the past. A few of the olden day customs still survive. "There are many households that are conducted almost as in Colonial times. Supper is yet the evening meal in the rural sections, and in goodly portion of the city homes as well. And it is not only supper in name but the same foods are served in the same manner. Curfew rings from some of the steeples of the churches, though leniency is practiced with respect to the ordering of lights out at the same time. The district school still has some survivals in the more remote and smaller sections. The town academy has not wholly surrendered to the modern high school. A majority of the farms are worked as grandfather worked his, although



this is cited solely as a pictorial element of charm, not as an industrial fact to flaunt. The New England type of architecture gives way to modern conceptions of building with stubborn slowness. Most of the country churches are redolent with the suggestion of the storied past, and echoes from the pulpit often serve to strengthen the illusion. The old-fashioned lady and gentleman are present at every service and at every village function. We cling to the memories and habits of the past, and by so doing exasperate the more progressive of our younger people. But we who are charmed with these survivals, and believe that they are among the valuable assets, believe that we recognize a more tolerant spirit with reference to them . . . . The charm of New England lies in the fact that New England continues to be New England. Sentiment, romance, the halo of youthful memories, the sacred aspirations of the patriotism, the roots of innumerable families, the tremulous first breath of universal political freedom, the motherings of the continent, the adolescence of America, the nourishing of a nation, all these sentiments and memories come and clamor when New England gets into the minds and hearts of the people of America, and it is then that we know that New England is a section of the land that is not to be permitted to live for and unto itself, but it belongs to all the land and all the people of the land, and will always live in the hearts of all the people."

**Preservation of Old Houses**—The importance of holding on to such as still remain of the historic past is being realized by the present generation. Age is constantly taking its toll. Great events are memorialized in histories and in stone, and are celebrated with increasing frequency. But much of the picture of the past is becoming vague, blurred, often obliterated. There are many brave stories of the former day that should be preserved. They have been passed down by word of mouth, each generation leaving some untold and some lost. The "oldest inhabitants" are rapidly passing away, and with them much of our most intimate connection with the past. The folk of the county and their progeny scattered to the four corners of the earth, had a worthy ancestry, and they need, if nothing more, the inspiration to be found in the tales of how those sturdy forefathers lived and moved and had their being. Fortunately, the historical societies, the writers and genealogists are doing well in their efforts to keep alive old memories and the progression of old families.

There is another line in which but little has been done, or can be, the preservation of old houses. A few pictures, a marker placed where stood some dwelling of more than ordinary interest, an occasional newspaper reference to the destruction of some time worn building, this is about all. One by one the oldest structures in the county are being torn down.

They have to be, for a growing city has to have the land they occupy for immediate needs. Cambridge has been written of as the "most historic city in America," and usually with the reference to the large number of venerable houses once occupied by historic personages, that are still extant. Even Cambridge, than which, few places have done more to keep alive the memories of the glorious past, is seeing the yearly removal of her ancient homes. It is a thing that cannot be helped. As rapidly as possible markers are set up with brief inscriptions telling what once had been there. But even these markers have but the shortest tenure of possession of the spot, and must be moved out of the way of the builder. "Washington Elm" was cared for long beyond the time when it had lost all beauty. A little fenced in bit of land surrounded it until so great was the outcry against the interference of that tiny place in the way of progress that now only a round spot in the middle of a busy street tells the worshipper of the Father of His Country where it was that he took command of our first real army. The wheels of the motorist pass over it by thousands, with more than one of the riders irritated by the necessity of dodging what he takes to be the cover of a sewer.

Recently (July, 1926) the writer happened to pass a group of busy workmen ripping apart a very old house. Inquiry drew forth the fact that it was the "oldest house in Everett" that was being destroyed. It was a large discrepant affair, supposedly built by one of the Bucknams (the Bucknams, Sargeants, Nichols and Whittemores settled in the locality more than two centuries before Everett was incorporated in 1870). The old home had been put to many uses in its long career, but now was only a senile dilapidated ruin. On the ground it occupied was to be built a steel and concrete garage. What was amazing, and which caught the interest of many a passerby was the splendid way in which this very simple house had been built. The timbers had been hewn, probably on the spot, as this was the manner in which buildings were put up in the olden days. One could readily imagine the effort it must have cost to raise the huge square beams into place, and the jollification at the "raising" after the framework had been hoisted in place by the neighbors from miles around. There was no elaborate finish in any of the rooms, but what there was had been made by hand. The sashes, doors and blinds never had been touched by a machine, for that matter no machinery for such purposes had yet been invented. There were bits of hand carving, small ornaments that spoke of a care and use of time that would not be thought of in this generation. One outside door showed that it had been fastened by a large wooden latch, with a string going through to the outside. All one did, when retiring, was to



pull in the string so that the latch could not be lifted from the outside, and the family felt safe for the night. The fireplace, or rather fireplaces, were immense affairs evidently built at different periods. Possibly the lower floor had been one or two great rooms at first, and as partitions were added, it was necessary to add to the original fireplace another, and still other ones. The house had its duplicates all over the county, and wherever they may be found, the beholder cannot leave them without realizing how well our fathers built, and that they built for posterity.

The pioneers were not limited to wood for the construction of their homes, except by the lack of means, or the absence of a desire to expend large sums. There was stone in abundance, but there was little use made of this for dwellings except the protected "garrison houses." Brick was imported from England until the strata of clay underlying some of the meadows was discovered and utilized. The first brick house in Massachusetts which "is the oldest building now standing in New England, if not in the United States," is the famous Cradock House of Medford in Middlesex. Mathew Cradock, the governor of Massachusetts Bay Colony, who never was a resident of it, had it erected for him about 1634. He was the wealthiest man of the company, the only one who could afford such a dwelling. Winthrop and Dudley both had to build of wood and the former thought ill of Cradock for going to such an unreasonable expense.

But build it he did, as well as others at Ipswich and Marblehead, although these were only in connection with his fisheries and commerce at these places. A "Park" too, was cut out by the Mystic River to be stocked with deer. He established a shipyard, if so small an affair merits so large a name. No man did more to help make the Colony successful than he, for he spent his money liberally in any way that he thought would benefit the settlement. Certainly, he, single handed, was the making of early Medford. His line of ships made more or less regular trips between England and Massachusetts. Cradock planned several times to come over to stay.

The house is said to have been built of brick burned nearby. It is supposed to be a replica of the owner's home on Saint Swithen's Lane, near London Stone, England. Whoever the architect, it is a gem of its period, and in its present form is more nearly like the original than most of the ancient houses in America. The walls are half a yard thick, pierced on the second floor for the use of guns. The windows were secured by iron bars at their backs, and the entrance door encased in iron. Several fire-proof closets still remain in the dwelling; the chimney stacks and timbers are huge. A single pane of glass, set in iron, was placed in the western chimney, so that it overlooked the town.

It is thought by some that the house was built as a fort. There is a legend that it was once beleaguered for several days by Indians who, baffled by its great walls and harassed by the fire from the portholes, retired in dismay. More evident is it, that it was erected as a trading post as well as a home, and certainly its location overlooking the Mystic River, down which the Indians brought their furs, gave it a marked advantage.

One, in speaking of the venerable mansion, muses: "It is interesting to think of the changes the old house has seen. When it was built, this country now teeming with its millions of inhabitants, was a howling wilderness. When it was built Charles I reigned in Old England, and Cromwell had not begun his career. Peter the Great was not then born, and the house was waxing in years when Frederick the Great appeared on the scene. We seem to be speaking of comparatively recent events when Louis XVI suffered the axe of the guillotine, and Napoleon's sun rose in splendor, to set in obscurity. The name of Washington was unknown outside of the English parish in which the family then lived. The Indians who witnessed its slowly ascending walls with wonder and misgiving; the Englishman whose axe awakened new echoes in the forest primeval; the colonist native to the soil who battled and died within view, to found a new nation—all have passed away. But here, in this old mansion is the silent evidence of these great epochs of history."

The old house still stands, restored a bit but relatively unchanged to remind us, "Lest we forget what our forefathers achieved in the making of a new country and nation."

The Cradock Mansion is only one of several famous old places in Medford. Another dates almost as far back as the house of the non-resident Governor. The old Garrison House was built in 1659 by Major Jonathan Wade, who died thirty years later, and is one of the three "garrison houses" built in Medford previous to 1675. It had the thick walls of such houses which were built so that to them could come the settlers in time of Indian attacks. The third house was taken down years ago, and the present one was doubled in size about a century back by Benjamin Hull, then the owner. The old house was the headquarters of General Stark before the battle of Bunker Hill, and after the engagement there were brought to it twenty-five of the slain soldiers of his New Hampshire force.

The Burrill, Seccomb and Royall houses in Medford all date from a century or nearly so, after the Cradock. The Seccomb house was built by Thomas Seccomb in 1756, and aside from its intrinsic historical value is interesting as the former home of "the most charitable man in



New England in the year 1773." It seems that he left all his property to his wife, Rebecca, with the provision that she should use it for the poor of Medford. In 1774, the widow turned over to the town the sum of one hundred and thirty-three pounds, six shillings and eight pence, a very large sum for that day. So well was the money handled and disbursed, that until 1898 it not only aided the worthy poor but amounted to seven hundred dollars.

The Burrill House was erected by M. Polly, and sold a half century later to W. Cutler. It was resold to Joseph Tufts, bearer of a well-known name in the annals of Medford, in 1793, and is better recognized as the Tufts House. Again, in 1795, it was purchased by Francis Wood for "one hundred and thirty-five pounds lawful money." It came into the possession of the Burrill family in 1847, and unless there has been a change made of ownership within the last few years, still remains in that family.

The Royall house, now owned by the Sarah Bradley Fulton Chapter of the Daughters of the Revolution, vies for fame with the Cradock establishment, and is of even greater public interest for the collection of antiques and other relics collected and exhibited by the Chapter. It is a genuine mansion of some twenty rooms, built of brick after the model of a similar house of the Royalls in Antigua, West Indies. Isaac Royall was a real West Indian nabob, who left his tropical home in 1735 to settle in Charlestown, and immediately began the building of the Medford place. He did not live long to enjoy his princely estate, dying in 1739, not long after its completion. Isaac Royall, the second, proved to be the only Tory in Medford at the outbreak of the Revolution; had his estate confiscated by the Colonials and died in England in 1781. He had not forgotten his country (he had been born in Maine) for from his bounty was founded the Royall Professorship of Law at Harvard, two thousand acres in Granby being bequeathed to the institution. When Harvard Hall was burnt in 1764, and the library destroyed, Colonel Royall contributed enough to make good the loss. There were many other benefactions of his during the years of his life. "It was not that he loved the Colonies less, but that he feared England more."

Very few of the names connected with the old houses of Medford are borne by the present residents of the city. Yet some of the founders of the Mystic Side settlements have descendants identified with the district at the present day. The three Sprague boys, whose explorations led to the founding of Charlestown and Middlesex counties, had one of their number, Ralph, who located in North Malden in 1630. Since the incorporation of the town, the name Sprague was never missing from its list of officers until 1885. Some of the line moved to Melrose

but the most of those staying in the east lived in Malden. "Miss Alice Sprague, Malden, is of the tenth generation" (1890).

The Spragues have been mentioned as members of an old Malden family who moved to Melrose. The Lyndes were another. Just outside of Melrose Ensign Thomas Lynde built one of the finest wooden houses still in existence in the county. This was in 1670, and was erected for his son Joseph, from whom it was passed on through six generations to a Joseph who sold it in the early years of this century. Although more than two and a half centuries old, it is in a splendid state of preservation, strongly built with great oak timbers, a model of early Colonial architecture.

Deacon Thomas Lynde, the first of the family in this country, came from England, where he was born in 1593. He died at Malden in 1673. Ensign Thomas was his eldest son. Both were active in the political and military affairs of the Colony.

Malden had a number of the age-worn houses of the Colonial days. The past tense is used, for the city has been growing so rapidly that they have been disappearing one by one to make room for larger places. One of these, which was demolished in 1905, went by the name of the earliest settler in this region, Sprague. The house was built by one Joseph Hills, sometime previous to 1681, and passed through the hands of Thomas Newhall, James Kettell and Robert Forster to be purchased by Doctor John Sprague in 1788. The physician was a student of Doctor Simon Tufts of Medford. There is a legend in connection with the house, that whoever owned it when it was destroyed would die within six months. The story was told to the convalescing owner just after it had been torn down, and so preyed on his mind that within a few days he was dead.

James Green built a house on a hill that bore his name, in 1649, but which has been known as the Perkins house since its purchase in 1769 by Joseph Perkins of Danvers. The latter took the old dwelling apart and built with the material the present house. A circumstance that should make the place interesting and worthy of preservation is the fact that Increase Mather met with other brethren of the church in a council to try a Mr. McCheever. Although not a witchcraft trial, it is connected with the delusion of that day.

The Wigglesworth parsonage takes on an importance not connected with its age, as do many of the old parsonages built in the day when the government of the town and church were one. The land on which it stands is a part of two hundred acres, laid out at "Mystic Side" in 1642 for Abraham Palmer and Robert Hale. Twenty acres were allotted to John Allen, and sold to John Lewis in 1657. Six and a half acres



of this was sold the same year for thirteen pounds to Reverend Michael Wigglesworth, the second pastor of the First Church of Malden. The house built at that time was burned in 1724, and the present one in 1733. In 1845 it came into the possession of George W. Wilson, and later passed to the daughter, Maria P.

The Reverend Mr. Wigglesworth was a Fellow of Harvard, and is supposed to have declined the presidency of that institution, from which he had been graduated in 1651. The connection of his family with Harvard is unique. His son Edward, a graduate of 1710, was the first Hollis Professor of Divinity, continuing for forty-three years until his death in 1756. His son, a graduate of 1749, succeeded his father, serving for twenty-six years until his resignation in 1792. Reverend David Tappan who took the last Edward's place, was the grandson of Samuel Tappan, of Newbury, who married Abigail, the daughter of Reverend Michael Wigglesworth.

Robert Emerson, who followed Mr. Wigglesworth in both church and parsonage, had just moved in when the fire that destroyed the first house drove him out. Adoniram Judson, the noted foreign missionary, was born August 9, 1788, in the parsonage during the pastorate of his father.

A number of the best known families in Middlesex County, had their ancestors among the founders of Malden, and the Malden church. A document of 1648 mentions as leading men of Malden: Joseph Hills, Ralph Sprague, Edward Carrington, Thomas Squire, John Wayte, James Greene, Abraham Hill, Thomas Osborne, John Lewis and Thomas Caule (Call). Bucknam, Frackenburg, Sargeant, Dexter, Tufts, Pratt, Upham and a score of others might be added to the original ten. Hills was a famous lawyer and official of the county; Ralph Sprague came in 1619 with his brothers Richard and William; Edward Carrington was a wealthy freeman; Thomas Squire came with Winthrop in 1630; John Wayte, or Wayet, represented the town in the General Court from 1666 to 1684; James Greene was in Charlestown by 1646; Abraham Hill was a freeman, and the ancestor of the Hills of Cambridge, and families in New Hampshire; Thomas Osborne lived in Charlestown as early as 1644, and was a freeman; John Lewis came over in 1634; Thomas Caule was evidently in the county very early; William Sargeant was a lay preacher; John Upham, an important official. Most of the names are now unknown in Malden, but are to be found among the leading families of Middlesex. Waite, Hill, Sargeant, Dexter, Tufts and Pratt are still familiar names about the "Mystic Side."

Somerville and the Tufts name have been closely joined since the first settlements in the district. The name will be kept alive by the

college bearing that title. Just when the first member of the family came to this country is not known, but we know of a Peter Tufts who, in 1646, kept a ferry-boat running between Charlestown and Malden. He lived in a house on Winter Hill in Somerville, which was taken down about 1905-7 where his second son, John, was born. During the Revolution John was set up with a farm and built the John Tufts house between Medford and Somerville. The house remained in the hands of members of the family, down to Mrs. Fletcher, daughter of Oliver Tufts. It was the headquarters of the mercurial General Charles Lee, one of the commanders of the American Army during the siege of Boston, 1775-1776. The old house was moved to its present location in 1909. Originally it had one of the long pitched roofs descending to the lower story but long ago changed to the upper story plan which now characterizes it.

Samuel Tufts, the second son of Peter, lived in the house that now bears his name on Somerville Avenue, then known as the "Great Road." The dwelling was built some time previously to the Revolution, by Abner Blaisdell, and purchased by Mr. Tufts in 1775. In more recent years it was owned by Samuel Tufts Frost, and although altered is still very much in its original form. It is probably the oldest house in the city. A tablet, placed by the city in 1890, informs the passerby that it was the "Headquarters of Brigadier-General Nathaniel Greene, in command of the Rhode Island troops during the siege of Boston, 1775-1776."

**Homes of Earlier Western Middlesex**—As one leaves the eastern part of Middlesex the age of the buildings lessens, since the westerly sections were settled later than those near the coast. Arlington had a resident as early as 1635, but there were but few dwellings in the neighborhood even as late as the Revolution. Captain George Cooke came here from Cambridge, in 1637, and put up a mill and a house. The Albert Winn homestead now occupies the site of Cooke's dwelling. Captain George returned to England in 1645, and the mill and land near it passed through the hands of John Rolfe, to William Cutter, who married Rolfe's sister, Rebecca. The Cutter and Cooke families have representatives in Middlesex to this day. There were at least three Cutter houses in Arlington, which lasted into the present century, but all were built just prior to, or after the Revolution. Some of the large holdings of real estate in Arlington, secured by the Cutters, still remain in the hands of descendants. Richard, William, Gershom and Nathaniel Cutter are named in 1788 as taxpayers in Cambridge, of which Arlington was then a part.

The Locke family had a great deal to do with the development of



Arlington. The Francis Locke House on Massachusetts Avenue was erected in 1720, by the first member of this branch of the Lockes to locate in the town. Samuel Locke, son of Francis, and the father of Captain Benjamin and Lieutenant Samuel Locke, Jr., were living in the house when the British passed in their hasty retreat on the memorable April 19, 1775. Captain Benjamin Locke built, shortly before the war, a home on Appleton Street, as well as a store, afterwards used as a dwelling, which was held by some member of the family until 1901. Captain Benjamin commanded a company of minute-men.

Jason Russell's house, near which many men were killed in the first fight of the Revolution, is still standing. Both Jason and William Russell are mentioned in the 1688 Cambridge tax list. Edwin, Edward and Joseph Winship are all named on this list, although their descendants are better known in other parts of Middlesex. Thomas Hall, Justinian Holden and Edwin Winship are mentioned as being taxed in 1688 for estates only. Probably these built, but it is surprising how few old dwellings there are left in Arlington, which date later than the last century.

That the first settlers of the region were inclined to remain may be judged from the following list of members of the first church in what was then the Second Precinct of Cambridge, now Arlington. The descendants of the persons listed seem to have had the same tendency to remain in the district, for the most of the names may be found borne by people residing within a radius of five miles of their ancestors' homes. The members of this earliest church of September 9, 1739, were: Samuel Cooke, pastor; William Russell, Ebenezer and Elizabeth Swan, Jonathan and Ruth Butterfield, Ephraim and Sarah Frost, Joseph and Rachel Adams, John and Lydia Cutter, William Winship, John and Elizabeth Winship, Joseph and Anna Winship, Henry and Martha Dunster, William and Ruth Dickson, Ebenezer and Sarah Prentice, Ephraim and Mary Frost, Jr., Joseph Adams, Jr., John Fillebrown, John and Mary Williams, John and Elizabeth Swan, Francis and Elizabeth Locke, Thomas and Chary Wellington, Thomas and Mary Frost, Jonathan and Rachel Butterfield, Jr., William and Anne Cutter, Thomas and Patience Hall, Joseph and Mary Russell, Josiah and Sarah Robbins, Thomas and Sarah Williams, Walter Russell, Jr., Samuel Frost, William Withington.

Sarah Cool (widow), Sarah Hill, Mehitable Cutter, Elisabeth Russell, Alice Cutler, Hannah Winship, Anne Cutter (widow), Anna Fessenden (widow), Sarah Wilson, Sarah Russell, Elisabeth Cartaret, Elisabeth Cutter (widow), Lydia Reed, Anna Cutter, Martha Wilson, Mercy Perry (widow), Jane Cutter, Ruth Robbins, Deborah Robbins, Sarah

Smith, Mary Butterfield, Rebecca Hill, Sarah Harrington, Abigail Cutter, Jr., Misses Mary Swan, Elizabeth Locke, Deborah Chrissen, Rebecca Adams, Martha Frost, Abigail Cutter, Elisabeth Winship.

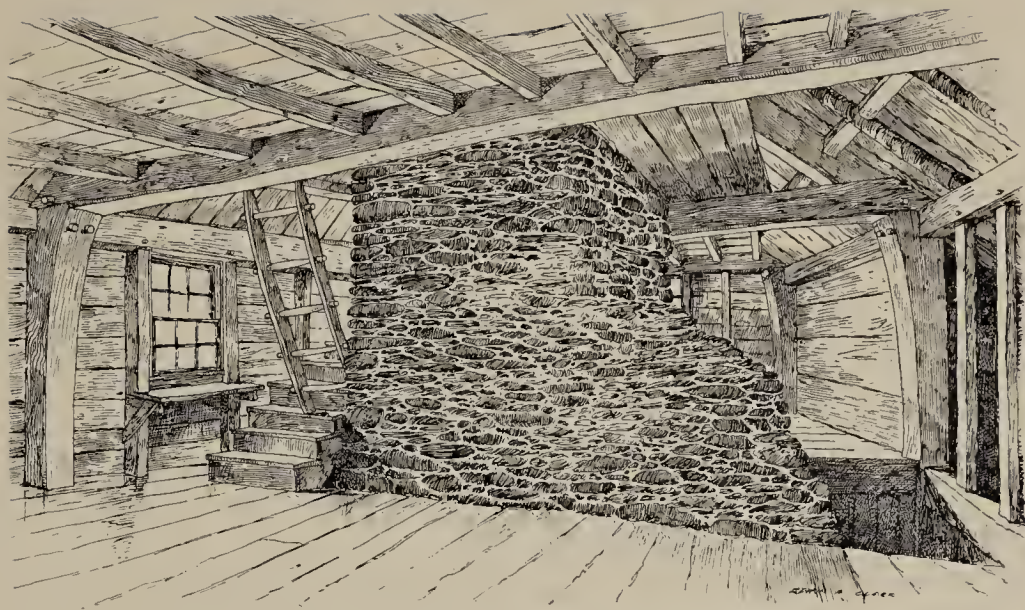
Jonathan Whittemore, who owned the old house of that name, was one of the first of that name who came to Arlington, in the early 1700's, and who were prominent in the affairs of the community. The Solomon Bowman house on Massachusetts Avenue, was built possibly in 1756, and was partially burned and plundered by the British in 1775. There are several houses still extant built by the descendants of the members of the first church, but all of them not until after 1750.

Continuing our way along the way over which the British retreated in 1775, we come to Lexington, with its ever memorable common, or Church Green, about which still cluster a number of the buildings which stood there at the time the Americans fired the shot "that was heard round the world." Several houses were burned at that time but there are still a sufficient number left to interest and inspire even the most casual visitor. In 1650 Robert Herlarkenden built a house somewhere near the "Green," probably the first of any size, although homesteads had been granted in the district about 1642, to Herbert Pelham and John Bridge. Some of the first settlers in Lexington were the Monroes, Tidids, Bowmans, Reids, Wellingtons and Merriams. In 1713 the church was built (this has been replaced twice since) before which the minute-men stood on April 19, 1775.

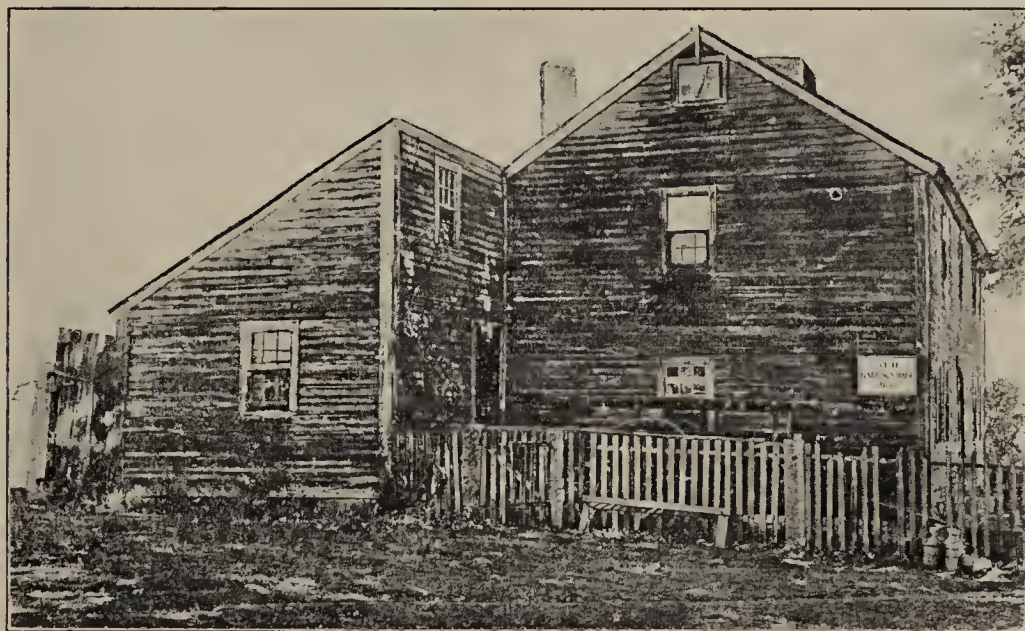
The Hancock-Clarke house seems to attract the most attention of the several memorable places to be found in Lexington. A part of this house was erected by John Hancock about 1698, when he became pastor of the church. He married Elizabeth Clarke, of Chelmsford, and his son was one of the leading merchants of Boston and former owner of the whole of Beacon Hill. The Reverend John lived here until 1752, and so did his grandson, John, first signer of the Declaration of Independence, during his boyhood.

The Reverend Jonas Clarke followed Hancock as minister of the church in 1755, living in the place until his death in 1805. It is rather worth noting that these two men completed a pastorate of five years more than a century, and what is not so well known is, that more than twenty-five ministers are to be found among the descendants of the two men. The Hancock-Clarke house was the place in which John Hancock and Samuel Adams slept before the battle of Lexington, and the meeting place of the patriots before this event. There have been so many notables entertained in the house as to make it famous historically. The dwelling formerly faced the "Green," being moved to its present location in 1896. It is now used as a museum of Revolutionary relics and historical antiques.





HAYWARD GARRISON HOUSE (INTERIOR)



HAYWARD GARRISON HOUSE, SOUTH CHELMSFORD





Other houses of ancient date are the Merriam dwelling, occupied by the family of that name in 1775. It was partially burned, and is supposed to be about one hundred and eighty-four years old. The Harrington house, on that April 19th, saw its master, Jonathan Harrington, wounded by the British fire, die at his wife's feet. The house had been built by Doctor David Fiske, not so many years previous. In the Jonathan Harrington House on Main Street, lived Jonathan Harrington a fifer in Captain Parker's company. At the time of the affray, he was only sixteen, but living until he was ninety-six he was the last survivor of the battle. The Marrett Monroe house, built in 1729, was occupied by the man whose name it bears. It was towards this house that Caleb Harrington was running with some powder, when he was shot down. At the Sanderson house a wounded British soldier was left and tenderly cared for by Mrs. Sanderson. Lewis Downing, famous coach builder, was born in this house. The Fiske dwelling was occupied by Dr. Joseph Fiske at the time of the battle, who cared for the wounded all through the day. Three generations of Fiskes have lived in Lexington. The Wellington house has been the home of seven generations of Wellingtons. The Lawrence place was the home of the Lawrence family before their removal to Groton. Amos, William and Abbott Lawrence, all leaders in merchandizing, finance and benevolence, were descendants of this branch of the family.

Perhaps more interesting than the famous homes in Lexington, are the equally famous "taverns." The Buckman Tavern was built, in 1692, by Benjamin Muzzey, and was the gathering place of Captain Parker's company on the 18th of April, 1775, and to it was carried some of the English wounded on the next day. John Buckman was landlord at this time, himself a member of the militia who fought before his house. In the tavern was kept the first store in Lexington, and here was the first postoffice established in 1812. The Monroe Tavern, built in 1695 by William Monroe, was used as the headquarters of Earl Percy during the Lexington battle, and it was set on fire by him upon retreating, fortunately without much damage. Washington dined at the tavern in November, 1789. The celebrated "Hiram Lodge," of the Masons, was instituted in one of the rooms on December 12, 1797. The place is now the property of the Lexington Historical Society, through the will of the late James S. Monroe.

The Simond taverns, one in Lexington, and the other on the road to Concord, were both kept by William Simonds, and date from the early years of the eighteenth century. The Bowman and Hoar taverns are two famous old places whose structures both remain, although no longer serving the old-time purpose.

There are several old families of Lexington that should be mentioned in addition to those whose names are connected with some of the houses to which attention has been drawn. The Bridge and Bowman families were long prominent in the town, although but few of their descendants remain in just this section. The Marretts, descended from President Dunster of Harvard University, were former residents of Lexington. The old Hastings homestead came into the possession of Alice B. Cary, daughter of Mrs. Maria Hastings Cary, who did so much for the village. The Tidd and Chandler families live now in the West, but there are still many representatives in the county, and at Lexington, of the Monroes, Cutlers, Browns, Reeds, Wellingtons, Muzzseys, Parkers, Lockes, Fiskes, and Smiths and others.

Concord, the first English settlement in this country made above tidewater, was started in 1635, by a group coming almost directly from England. They were led by Samuel Willard, and consisted of Peter Buckley, their minister, John Jones, teacher, William Buttrick, James Hosmer, Robert Fletcher, John Ball, George Hayward, Richard Rice, William Hartwell, John Heald, William Judson, Luke Potter, John Scotchford, the Merriams and Wheelers and their families. A surprising number of these names are still extant in Concord and Middlesex. The type of house built in the early period of the town was typically country English, a story and a half, or with the roof sloping from the high peak to the lower section. It is said that only the two-story "Old Manse" of Hawthorne fame, and the Vose three-story dwelling were the only places that differed materially from the customary design. Neither of these places date earlier than two or three decades before the Revolution. The Old Manse, built by William Emerson, has been the home of ministers almost entirely except the time spent there by Hawthorne. The Old Church was constructed over the original frame of the building erected in 1712, and it was here that the first Provincial Congress met on October 14, 1774.

One of the oldest houses in town is the Elisha Key house, a portion of which was built in 1644, and occupied in recent years by Judge John S. Keyes. The Dr. Barrett house contains a room which is said to have been a part of a block-house used in the King Philip War. Others of the places sharing in the dangers and glory of the Revolution are the houses of Ezekial Brown (Tolman house), Dr. Hunt, Reuben Brown's shop, the only place set afire by the British soldiers, George Heywood, Beal, Alcott, Ephraim Bulland, Ephraim Wood, the several homes of the Hosmers, Colonel James Barrett, John Beaton, one of the oldest, the Buttricks and others. John Beaton was the founder of the charity fund that for two hundred years helped the "silent poor" of Concord



town. The homes of Emerson, Hawthorne, Thoreau, Alcott, (father and daughters) and others who brought literary renown to the town, have been mentioned in part. Possibly the William Monroe house has an interest, since it was the owner who established, in 1812, the first lead pencil factory in the United States. His son was the founder of the Concord Public Library.

Concord had many taverns because of its strategic location and the large share it had in the early government of the State and county. Evidently the first was that of William Buss, established in 1660, which stood where the Public Library is built. Six years later John Hayward erected another near this, and this part of Main Street was a tavern center for two centuries. Here was located the Black Horse Tavern, the Wright Tavern, the latter being the only one that remains. This latter was opened in 1747, and in its room Major Pitcairn, stirring his brandy with his finger on the great day for Concord, in 1775, boasted that he would "stir the Yankee blood before night." After the war the tavern became a bakeshop for half a century, but returned to its former state in 1882.

Ephraim Jones kept a hostelry in his place already mentioned, being the principal gathering place of the teamsters on the highway from Boston to Keene, New Hampshire. John Richardson built an inn on the common after the Revolution, but exchanged it and the stone jail in the rear, for the house that was enlarged to become the Middlesex Hotel. This was the social and legal light center, with a public room on the second floor, and a dancing hall on the third. In 1845 it burned; was rebuilt the next year; but when the courts were removed from Concord, its trade dwindled and Major Wheelock started a tavern about 1803; which was owned by various men including Doctor Isaac Hurd and William Shepherd, the most noted of the landlords being Colonel Joseph Holbrook. In 1860 it was changed into a dwelling.

**The Taverns—**No account of early buildings, no matter how brief, should overlook the taverns of the county. Often they were the first sizable structures aside from the church. Around them grew the village, and they shared with the meeting-house the honor of being the community center. Often they were next door to the place of worship, and sometimes were started to help in the worship of God. In 1651, John Vvall, of Boston, was granted the "Libertie to keep a house of Common entertainment if the Countie Court Consent, **provided he keep it near the new meeting-house.**" Contrast that with a law of more recent date which prohibited the selling of liquor within a given distance of a church! There was a reciprocal benefit in the juxtaposition of the two principal establishments of a village. The church had no fires, discourses were long and sometimes depressing; during the noon-day

interval between services the attendants upon service needed somewhere to go. At many places, private individuals erected houses where they could go at this time and warm up as they entertained their friends. But the "public" was better, and every one was welcome without social distinction. One sums up the situation by remarking that "For two hours the minister preached hell fire, after which the congregation, headed by the minister and elders, trooped across the green to thaw out before the open fire in the hostelry."

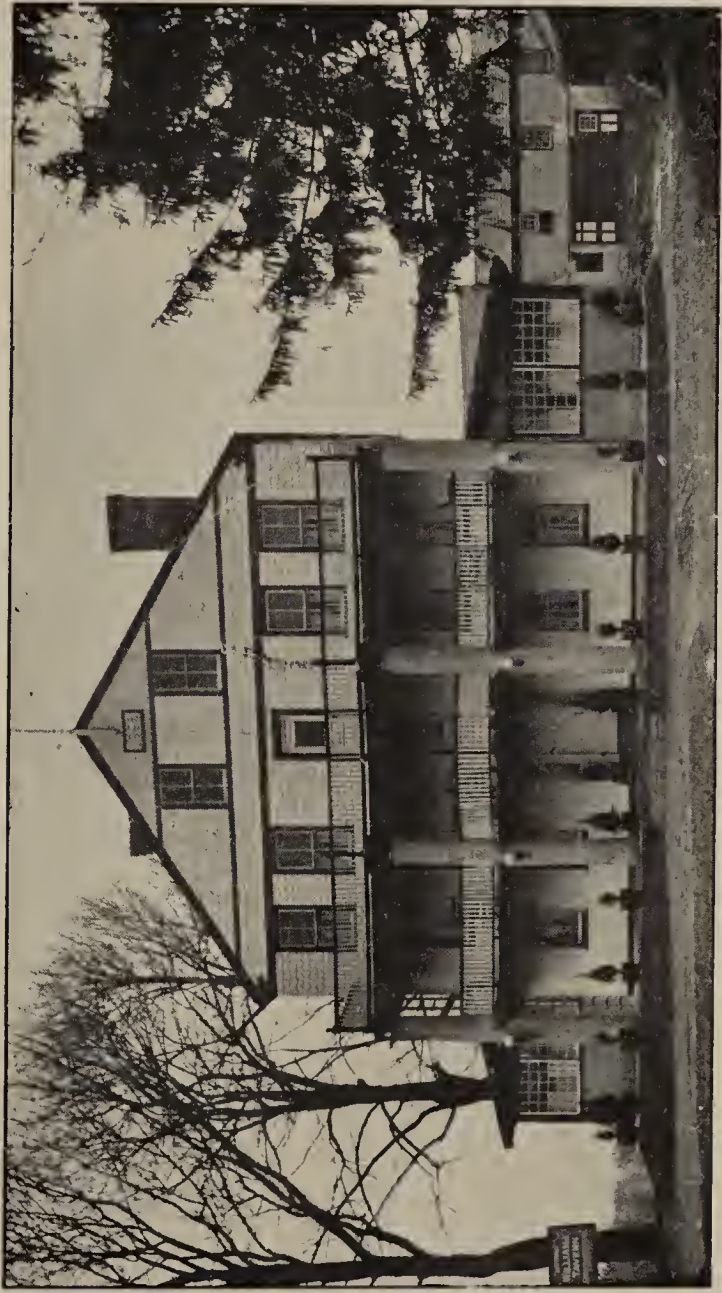
The early taverns had many uses, and their early multiplication came because of their desirability. Just as the hotel is considered a necessity in the present colonization day projects, to care for the newcomer until he can build for himself, so under the far more rugged conditions surrounding the settlement of the county, were the inns valuable in providing a shelter for the Puritan pioneer. The cheerful public room with its cavernous fireplace and inviting bar, was a very pleasant spot for the man who had been working all the day in clearing the forest and building his log hut.

As the open spaces in the forest increased, and the settlements became more numerous, there was more intercourse between the dwellers in the land. The taverns had to build more rooms to sleep the wayfarers. Then came the teaming of products to the larger centers, and for the teamsters and their horses a place must be provided or commerce would fail. The "ordinary" became larger and more important in the development of the country. They were the meeting places, where ideas, products, and good fellowship were exchanged. Public affairs were aired, prices on goods were quoted, the latest news spread. How much the Revolution was due to the tavern, cannot be estimated; neither can it be overlooked. Rebellion, patriotism, solidarity of interest, were bred before the open fire when the "flip" loosened the tongue and opened the heart.

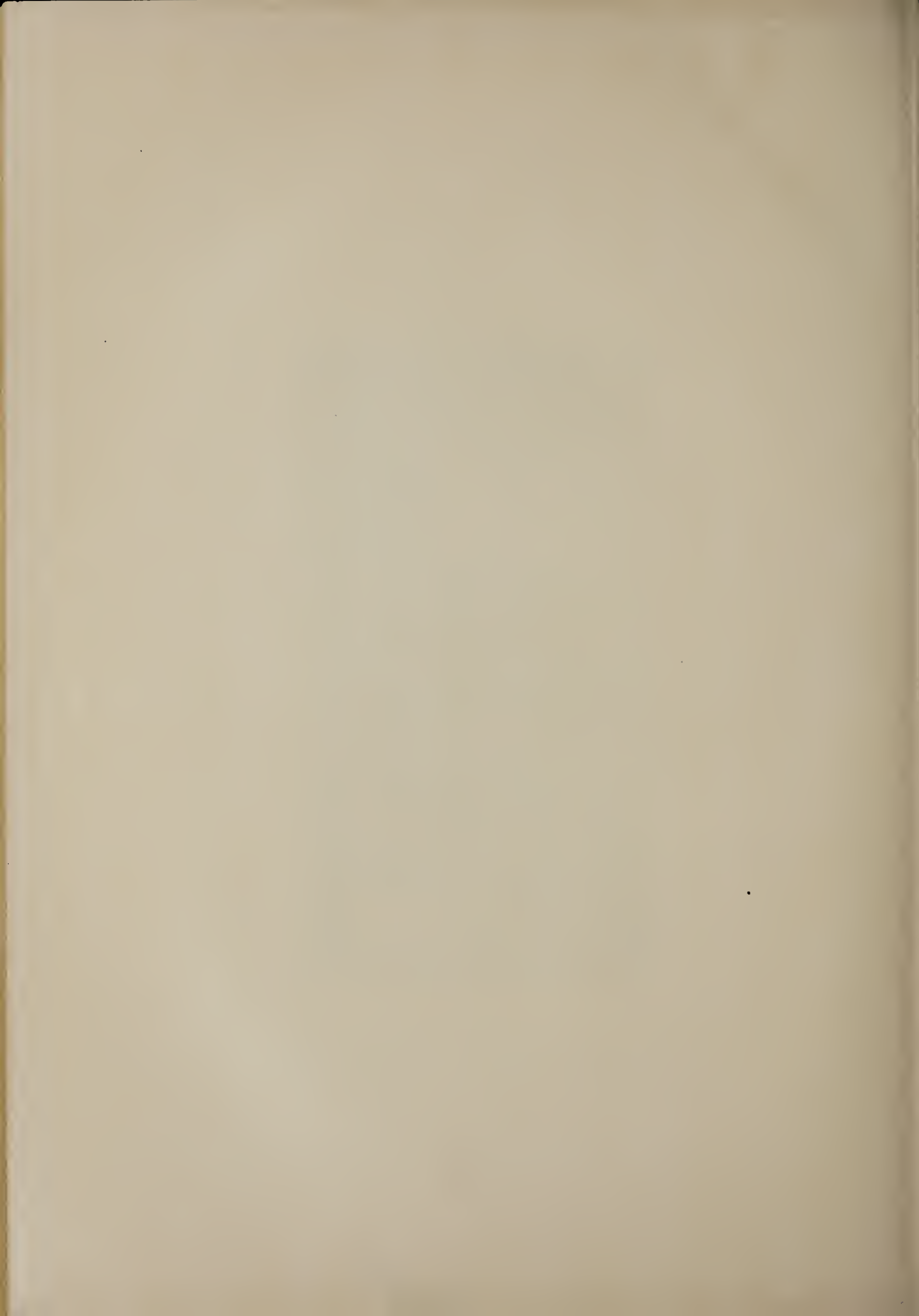
Quarter Sessions Courts were often held in the inns. The landlord of the tavern was a leader in the village. He had means, influence, and often power, since he filled many of the public offices, such as Collector of Taxes, Justice of the Peace, Sunday Constable and Moderator of the Public Meetings. In the Revolution, he was often the recruiting officer, his ordinary, the official meeting place of the train company, or minute-men, and usually the headquarters of the one in command of troops. These landlords were the worthy ancestors of many famous men. Sometimes women, particularly after the Revolution, were innkeepers, notably the great grand-daughter of Governor John Endicott, who had charge of the Treadwell Tavern at Ipswich.

The stage coach brought the tavern to the peak of its glory. With





THE WILLIAMS TAVERN, MARLBOROUGH, OLDEST TAVERN IN THE UNITED STATES





the railroads began their decay. The most of the hostelries of the early days have passed into oblivion. Fortunately, not all. The automobile has revived an interest in the sequestered abiding place. The folk of this generation are developing a taste for these old caravanseries. They are being secured by men with means, to renew their attractions, to renovate without major alteration. The original architecture is changed but little, simply enlarged a bit, and some of the modern conveniences put in. It has become the fad of a few to ramble in their cars over the highways, seeking the picturesque "ordinaries" of our forefathers.

Marlborough claims to have the oldest tavern in New England still entertaining the public. The land on which it stands was purchased from the Indians by Lieutenant Abraham Williams, and the inn which still bears his name was built in 1665. He picked well his location near a pond and on what became the King's Highway, the principal road from Boston to Worcester and on to Springfield and New York. The house was one of the three regular stage stopping places for the first line of mail stages put on in 1786.

George Washington stopped for several hours in 1789, being served dinner in the "Indian room," the only room not burned by the Indians in King Philip's attack. Lafayette was also a guest, and the chamber in which he slept is kept intact. The Duke de la Rochfoucault was another visitor. The tavern was a favorite meeting place of the militia troops of 1775, and prisoners from the Concord fight were incarcerated in the cells of the cellar which are as they were at that long ago day.

Lieutenant Williams was a "religious man, and during his régime the inn was closed on the Sabbath Day. Neither could liquor be purchased from Saturday night until sundown Sunday." He was a great favorite in the community, with the reputation of being an impartial judge at the court held at his tavern. The Lieutenant lived to be ninety, and served as landlord until six years before his death.

The present inn is kept by a descendant, James Williams, and is very much larger than the original "ordinary." The old has been retained, the additions being only those necessary for comfort. Many make it their destination, to abide a while, to see the cells, the scenic wall paper on Washington's room, the wonderful buttonwood four-poster in which Lafayette slept, as well as to enjoy the creature comforts so lavishly dispensed by mine host.

Nearby is the ancient dwelling of the Barnes family, erected about 1700, where lived Richard, Jr., and three of his family. It was a popular meeting place of the young people of the village.

The "Old Thayer Tavern," is another of the old time hostelries of Marlborough, which like many another, was converted to use as a

dwelling after the stage coach ceased to wend its way along the King's Highway. It is now the home of Dr. C. L. Cutler.

**Early Founders**—The following is a list of the early founders of Marlborough as supplied by James A. Hervey:

Adams, Alcocke, Alexander, Allen, Amsden, Angier, Arnold, Axtell, Badcock, Baker, Banister, Barber, Barnard, Barnes, Barston, Bartlett, Barrett, Bayley, Braman, Bellows, Bent, Bender, Bigelow, Bond, Bowker, Boyd, Breck, Brigham, Brown, Bruce, Bush, Church, Cogswell, Cotting, Cranston, Crosby, Cunningham, Curtis, Darling, Davis, Dawson, Dexter, Eager, Eames, Edwards, Fay, Felton, Forbush, Fosgate, Fosket, Foster, Franklin, Garfield, Gates, Gibbs, Gibbon, Gleason, Goddard, Gold, Golding, Goodale, Goodenow, Gott, Gore, Gould, Green, Hager, Haggitt, Hale, Hall, Hapgood, Harrington, Harthorn, Hayden, Hemenway, Hinds, Holden, Holland, Holyoke, Horn, Hosmer, John Howe, Abraham Howe, Hudson, Hunter, Hunting, Jewell, Johnson, Jones, Joslin, Kerley, Keyes, Kidder, Knapp, Knights, Lee, Lennard, Loring, Lyscom, Mann, Manson, Marble, Martin, Mason, Matthews, Maynard, Mixer, Moore, Morris, Morse, Moseman, Munroe, Newton, Oakes, Packard, Parker, Parminter, Perry, Percival, Peters, Phelps, Potter, Pratt, Prescott, Priest, Ray, Rediat, Reed, Rice, Ripley, Robinson, Ruddock, Rugg, Russell, Sampson, Swain, Sawyer, Seaver, Shattuck, Sherman, Smith, Snow, Souther, Stanly, Stevens, Stewart, Stone, Stow, Stratton, Taylor, Tainrer, Temple, Thaping, Thomas, Tomblin, Townsend, Trowbridge, Vockary, Wait, Walcutt, Walker, Walkup, Ward, Warren, Weeks, Wheeler, Wheelock, Whitcomb, Whitney, Wilder, Wilkins, Williams, Wilson, Winchester, Witherbee, Witt, Wood, Woods, Wyman.

Not far from Marlborough on the King's Highway, in the direction of Boston, is the Wayside Inn made famous by the "Tales" by Longfellow, and now renewing its youth under the rejuvenating efforts of Henry Ford. The rambling old tavern was erected early in the 1700's by David Howe, on 130 acres descended from John Howe, one of the original grantees of the town. Opened as a public house, in 1746, Colonel Ezekiel Howe put up the sign of a red horse, from which it was given the name which it bore for many years, the "Red Horse Tavern." The place was handed down from son to son for more than a century, the Colonel being succeeded by Adam, to be followed by Lyman, from whom it passed into other hands in 1866. A long list of notables visited the charming caravansery, Captain Wadsworth, Molinieux, Lafayette, President Adams, John Hancock, Daniel Webster, Rufus Choate, Longfellow and his many friends, T. W. Parsons, Luigi Monti, Professor Daniel Treadwell and Henry Ware Wales, all of whom



can be met by any reader of the "Tales of a Wayside Inn." Nearby is the ruins of the "Garrison House," to which the builders often had to flee when the Indians interrupted the construction of the tavern. In the west part of Sudbury is the Walker garrison house, still standing after two hundred and fifty years.

Still continuing on the highway towards Boston, the traveler comes to Wayland Inn, or as it was formerly known, the Pequod Inn. Pequod Inn was established in 1771 and has never closed its doors to the public. It has, however, been remodeled a number of times, and fails to give an outward impression of antiquity. This tavern was very much antedated by the John Parmenter Inn opened in 1653. Henry Dunster, the first President of Harvard University, had a six-hundred acre estate in Wayland.

The next step towards Boston is to Weston, and the Golden Ball Tavern, built in 1751 by Colonel Elisha Jones. It was a Tory headquarters before the Revolution, and it was here that the landlord entertained the spy, Howe, who had been sent to map out the route to Worcester for General Gage, so that the latter could seize the military supplies sequestered there. Howe was discovered at the Golden Ball, and a mob got after him with the result that he reported to Gage that if he attempted to march artillery through Weston not a man would come back alive. The Golden Ball incident led the general to change his plan, and brought about the Battle of Concord and Lexington. Colonel Jones took an oath of allegiance to the Colonial cause, and retained his hospitality.

There are a number of fine old taverns and houses still standing in Weston. The Whitney tavern, once owned by the landlord of the noted "Punch Bowl Inn" of Brookline, has long since been used as a tenement. The old Jonathan Warren place on North Avenue was built before 1780. The Cutting house is on the John Warren estate, dating from 1631, although the Cutting family has made it their home for more than a century. The Nathan Hagar house is supposed to have been built in 1775; the Artemas Ward house was erected by two Eaton brothers in 1785, becoming in 1856 the property of Benjamin Pierce and remaining in the family. The Oliver Robbins, Abram Bigelow and the Deacon Gregory houses are all very old. The Gregory house is said to be one of the oldest in Weston, and the estate to have been owned by the Gregory family for two hundred years.

Waltham, Watertown, Cambridge, this was the rest of the stage coach route into Boston. Old time taverns increased as one got near to the Metropolis. Waltham has none of the pre-Revolutionary inns left. There are several noted estates; the "Gore" place, built between 1790 and 1800 by Christopher Gore, Governor of Massachusetts. The land

upon which it was erected belonged from 1636 to 1650 to Reverend George Philips; passing to a son-in-law, Job Bishop. Then it came into the possession of Captain Benjamin Garfield, being sold in 1791 to Governor Gore, remaining in the Gore and Payne families until 1835. Theodore Lyman owned it for the next five years and J. S. C. Greene and daughter held it until 1856. From that year until 1890 it was the private estate of Theophilus W. Walker and his widow Sophia Walker, who bequeathed it to the Episcopal church.

Others are: the Alvin Adams place; the Nathaniel P. Banks estate; in the Bemis house were held the first Methodist meetings; the house of Henry Kimball, which was taxed in 1798 at \$870; the Warham Cushing and the Leonard Cushing houses, both long in the family; the Fiske (Hagar), later the property of Seth Wellington; and the Lyman places.

The ancient parish of Watertown included the most of Weston, Waltham and several other towns. The first of the present towns to be incorporated, it was from the beginning relatively well settled. Margaret L. Sears, writing in 1908, mentions the following places as still being in existence of the early taverns and houses: The Bird Inn near Mt. Auburn, the Richardson Tavern as it was known in 1776, and later as Bellow's and Bird's. The Nathaniel Coolidge Tavern was visited by Washington on his way to take command of the Continental army.

The Brown house is probably the oldest, built in 1623 by one of the first settlers, Abraham Brown. The Marshal Fowle house domiciled Martha Washington at one time, and General Warren is supposed to have slept here before the Battle of Bunker Hill. The Bemis house was the home of Nathaniel Bemis, who made the first cannon used by the Colonial army. The birthplace of Ann Whitney, the sculptress, was moved to Water Street. The Whitneys numbered among them Eli Whitney, inventor of the cotton gin. The Segar place was owned in 1794 by Elizabeth Segar and after being a part of an early lace factory came into the possession of Stephen Perry, in whose home here the Episcopal church in the city started. The "Haunted House" was owned by General Winthrop.

When it comes to facing the problem of naming even a few of the old families, one is appalled by the number and quality of the individuals. Perhaps there are few books of genealogy more studied than Dr. Bond's work on Watertown families. The martyred president, James A. Garfield, had a progenitor living in Watertown. The Whitneys, Bemis, and Coolidge families have already been mentioned; John Coolidge was a freeman of 1636. The Saltonstall name is one of the best known in New England; Sir Richard came in 1630. The Lawrences,



mentioned in connection with Groton, made their first home here, 1637; the first John Lawrence, moving to Groton in 1662. Here the Bigelows started, the Philips, the Uphams, Warrens, Stowes, Stearns, Masons, Hoars, and Curtis.

The following are a few of the great number of names to be found in "Bond's Genealogies": Daniel Abbott, a freeman in 1630 but coming here the previous year; Edmund Angier, freeman, 1640, (the statement "freeman," does not mean that the individual may not have been a resident before the date noted); Thomas Arnold, left England in 1635; John Bachelor, probably moved to Dedham in 1637; John Ball, probably landed here in 1630 and moved to Concord in 1635; William Barsham, embarked from England, 1630; freeman, 1637; Michael Bairstow, of Charlestown, 1635; probably moved to Watertown, 1637 or 1638; Joseph Bemis, selectman of Watertown, 1640; John Benjamin, left England, 1632; a freeman, 1632, first of Cambridge, afterwards Watertown; Robert Betts ("Best," "Beast"), a grantee in the Great Dividends and in the Beaver Brook plowlands; an original grantee of Sudbury; died, 1655; John Biscoe, selectman; freeman, 1650; died, 1690; Elder Richard Browne, embarked from England, 1630; freeman, 1631; a selectman in 1635; '38, '39, '41, and '42; Ensign Thomas Cakebread; freeman, 1635; Elder Thomas Carter, left England, 1635; freeman in 1657; Leonard Chester, left England 1633; William Clarke, embarked from England, 1630; a freeman, 1631; constable of Watertown, 1632; John Coolidge, freeman, 1636; a selectman thirteen different times between 1638 and 1682; died 1691; Henry Cuttris (Curtis), grantee of five lots and purchaser of two lots; Governor Thomas Dudley purchased the mill in Watertown in April, 1640, and his lands are mentioned as boundaries; Simon Eire, chirurgion (surgeon), embarked at London, 1635; freeman, 1637; Robert Feake, came in 1630; freeman, 1631; a son-in-law of Governor Winthrop; a selectman in 1636, '38, '39; Samuel Freeman, applied to be admitted freeman in 1630; admitted in 1639; Edward Garfield, freeman, 1635; died, 1672; Elder Edward How, freeman, 1634; died, 1644; Thomas King, came 1634; pioneer of the first planting of Nash-away (Lancaster); John Knight, freeman, 1636; grantee and purchaser of 392 acres; John Lawrence, freeman, 1637; died, 1666; Captain Hugh Mason, embarked at Ipswich, 1634; freeman, 1635; died, 1678; a selectman twenty-eight times in forty, and town clerk many years; Thomas Mayhew, freeman, 1634; a selectman, 1636-42; John Oldham, arrived in Plymouth in 1623; freeman, 1631; killed by the Indians at Block Island, July, 1636, which murder led to the Pequot War; Captain Daniel Patrick, freeman, 1631; killed at Stamford, 1643; Rev. George Phillips, 1630, freeman 1631; died, July, 1644; probably always resided on his lot next homestall of Sir Richard Saltonstall, at the east of Mount

Auburn; John Prescott, 1641; freeman, 1660; a first settler of Lancaster; Sir Richard Saltonstall, founder of the town, 1630; returned to England, 1631; grantee of about 558 acres which passed to his sons Samuel and Henry; William Shattuck, of Watertown, 1642; died, 1672, aged fifty; Captain John Sherman, 1634; came from England; a freeman in 1637; died, 1691; selectman and town clerk many years, 1636 to 1682; Rev. John Sherman, 1634; dismissed to Wethersfield, 1635; went to Milford, 1641; dismissed then to Watertown, 1647; freeman, 1669; died, 1685; Isaac Sterne (Stearns), came, 1630; freeman, 1630; died, 1671; was a selectman, 1659, '70, '71.

Cambridge, the original shire town of the county, has had so much written concerning it, that one can go to almost any public library in the land and get a copy of a Cambridge history. The place was chosen for the capital of the Colony, and laid out in city fashion. A writer in 1633 called it "One of the neatest and best compacted towns in New England, having many fine structures and many handsome contrived streets." "Most of the inhabitants are very rich."

The settlement was at first confined within a "paling" or fence, but soon spread beyond these bounds. Along an Indian trail along the Charles developed one of the most interesting and beautiful avenues in America, Brattle Street. This way was given the name of Major-General William Brattle, a physician, preacher, lawyer, soldier, and perennial office holder. He tried to serve both the British and Americans in the Revolution, pleasing neither. When he finally swung to the side of the English he was compelled to leave town and died in Halifax, Canada. His son, Thomas, was allowed to return to Cambridge and occupy the estate.

So many adherents to the English cause lived on Brattle Street at the time of the Revolution that it was locally known as "Tories Row." The Vassalls, John and Henry, both natives of the West Indies, were among the wealthy and aristocratic "Tories" who had estates along Brattle Street. Thomas Oliver owned the place at the farther end of the street which is now better known as the Lowell House. Jonathan Sewell lived in the dwelling still standing at the westerly corner of Brattle and Ash streets. Other Tories along the row were: Richard Lechmore, Brattle and Sparks streets, later the home of John Brewster; Captain George Riggles, afterward Thomas Fayerweather's home, and still later, William Wells; Judge Joseph Lee, at the corner of Brattle and Appleton streets, laterly the homestead of George Nichols. Then there was the Judge Joseph Danforth house on Dunster Street; John Borland house on Harvard Street, long the residence of Dr. Sylvanus Plympton and Mrs. Elizabeth Manning; the Colonel David Phips house on Arrow Street, later the home of William Winthrop.



The whole section where these dwelled must have been exceedingly attractive, for the houses that still remain are fine affairs, and the well kept estates were extensive. Madame Riedesel, a contemporary, writes of them as "magnificent." The back lands, she said, were fruit plantations, and well cultivated. The whole locality was broken up into smaller estates shortly after the establishment of the United States, and the present glory is that of venerable age and dignity, rather than of size.

Harvard University, established in 1636, the principal intellectual nucleus in the States, for more than a century, greatly affected the early destinies of Cambridge and brought to it a unique class of residents. For the most part, even in the early years, these built few homes. A number, however, remained and either secured houses built by former residents, particularly along Tory Row, or permanently located and became the first of long lines of descendants, many of whom continued in the way in which their ancestors had traveled. Thus these are what may be termed "literary families," and the early homesteads of some of these are shrines visited by folk from all over the world. Who would come to Cambridge and fail to see the outside, if nothing more, of the places where Longfellow and Lowell wrote?

The Abiel Holmes house, of which the son, Oliver Wendell Holmes, wrote so interestingly, became too decrepit to save. So with the Ware and Dana places. The Wares are surely a "literary family," the two Henrys, Dr. John, William, John F. W., and George, all being authors. The Holmes, although O. W. is the better known did not exhaust itself in the Poet and Philosopher. The Danas and Channings, closely connected by marriage, can muster a half score of literary lights. Then there were the Curtis, President Quincy, Pierce, Norton, Palfrey, Higginson and dozens of others; not only were they strongly intellectual as families, but profoundly affected the character of the city.

The Wadsworth House (sometimes Leverett House) still stands within the college yard, having been the home of many of Harvard's presidents. Massachusetts Hall, in the same yard, is the oldest of the University's buildings. There are many ancient places, or markers, showing where once they stood, worthy of the visitors' attention. It is Longfellow's and Lowell's homes that attract the major interest.

The Lowell house is far down Brattle Street, and much of the land which was once a part of the estate is now a city park. The mansion was built between 1760 and 1767 by John Stratton, whose heirs sold it to Lieutenant-Governor Thomas Oliver, Consul to the Crown. The estate was confiscated in 1775 because of Oliver's Tory leanings. After the Battle of Lexington, Benedict Arnold used it for his headquarters; and after the Battle of Bunker Hill it was turned into a hospital.

It next came into the possession of Governor Elbridge Gerry of Marblehead, one of the signers of the Declaration of Independence and Vice-President of the United States in 1813. Later it was the home of Reverend Charles Lowell, and of his son James Russell, born here on February 22, 1819. More can be found concerning both the estate and Lowell in the chapter "In Literature."

The Longfellow House, perhaps the most noted in America, was built by John Vassall, the younger, in 1759. He fled this country at the beginning of the Revolution and the confiscated estate came into the hands of Dr. Cragie, who enlarged the wing. Except for this simple alteration, the house is practically the same as when erected by Vassall, Longfellow being unwilling to have any change made in the fine colonial architecture. His daughter Alice, the present chatelaine, has a like reverence for the ancient place, and keeps it unaffected by the changes that are going on all about the "Poet's Castle."

All research concerning old houses and families tends to lead one back to the Bay settlements, probably because they were the first to be colonized and early the most populous. The expansion of these began early for the Puritans were land hungry, and pioneers in the true meaning of the word. Woburn, for example, was not incorporated until 1648, and remained a wilderness for many years after this date, yet in 1708 was the fourth largest town, in point of residents, in Middlesex. A list of the families in 1680, numbers ninety-two. There are still a large number of houses in the town that were built between 1700 and 1800, and occasional ones antedating this period.

Only a few will be mentioned here. The first in point of age and prominence is the Baldwin Mansion, built in 1661. This is truly a palatial house, and while it has been in the possession of the builder, Henry's, descendants down to 1888, it is known as the Loammi Baldwin House in honor of the famous engineer, constructor of the Charlestown and Newport drydocks, and other notable pieces of engineering. He made the only extensive change in the residence of his forefathers in 1803, when he added a third story.

Loammi Baldwin was the playfellow of another of Woburn's notabilities, Count Rumford, or Benjamin Thompson as he was known before receiving his title as a count of the Holy Roman Empire after his death, August 21, 1814.

Benjamin Thompson was born in the house of his grandfather in the north part of the town, March 26, 1753. This house, a plain gambrel roofed farmhouse of eighteenth century architecture, with an immense central fireplace, is now owned by the Rumford Historical Association.

The John Fowle house was built about 1730 and remained in the family for a number of generations. It became a tavern when secured



by John Flagg (2nd) in 1803. A companion house to this, and standing near it is one erected by Thomas Henshaw, for another Captain John Fowle. There is another Baldwin house, owned in 1908 by Baldwin Coolidge, that was built from materials taken from the second meeting-house, about 1755. Other places of the eighteenth century period whose names only can be given, are: The Wyman, Eames, Evans, Bartholomew Richardson, Captain Josiah Richardson, Oliver Bacon, Bennett, Fisher, Daniel Thompson, Samuel Fay, Ruth Maria Leathe, Elijah Leathe, Jonathan Tidd, Wheeler and Baker. Nearly all of these are of interest, and some have a historic value.

Newton, which was a part of Cambridge until 1688, is a city made up of a number of ancient villages which the years have expanded until they have grown together and are now one. Each section has its quota of dwellings, dating from prior to the Revolution. At Newton Corner, are the Nonantum, General William Hull, Shannon and Jackson houses. The Shannon house is variously called the Blake House from its builder, the Sargeant House from one of the families owning it for several generations, but is better recognized now under the title derived from a more recent owner, Oliver N. Shannon. The Jackson dwelling on Washington Street, is more than a hundred years old, being built on the site of one of the former oldest places in Newton (1648). The Jackson family, from Elder Edward Jackson, and associate of John Eliot down, have numbered many notables.

At Nonantum Hill may be found the Brackett house, built by Colonel Joseph Ward in 1792; the Haven and Wiggin Mansions; the Kendrick place, Hardback house, and the Curtis dwelling, the most of which were erected after the Revolution.

At Newtonville are the General Hull, Sturtevant House (built in 1680), among others. The Tavern, in West Newton, was once visited by Lafayette. At Auburndale is the Whittemore Tavern, formerly the Bourne House. Newton Lower Falls has Solomon Curtis, Hagar, Starr, Baury, Crehore, William Curtis houses and the William Hurd Mansion. Mr. Hurd was one of the pioneers in the paper industry. All of these places are more than a century old. The Towers House at Waban dates from about 1800. On Chestnut Hill are the Kingsbury House, 1650; the Hammond house, 1730; the Judge Lowell homestead, 1773; and the Crafts house, built by Vincent Druce in 1695. The Marshall S. Rice place, Newton Centre, was the old Prentice farm purchased in 1657 by James and Thomas Prentice. The Bethnal Allen dwelling, Newton Highlands, was the home of Ralph Waldo Emerson for many years.

The enumeration of the old houses in Middlesex might be extended to far greater lengths. There is hardly one of its more than fifty civil

divisions lacking its ancient or historic places. Some of the many local histories published of Middlesex have accounts of these houses and estates, but they are altogether too few. This may also be said concerning old families who have made the county their homes. It is to be hoped that before it is too late, there will arise someone to tell the stories of these places and folk.



## CHAPTER XXIX

### THE WORLD WAR.

When the World War began on August 3, 1914, there were few on this side of the water who conceived of the possibility of our country, our State, our town and ourselves becoming involved in the conflict. There was a conflagration abroad, that was gradually sweeping over nation after nation, but we felt free from danger, it simply could not affect us or our affairs. We were a liberty loving people, comfortably situated, wealthy and strong. We could not see why the European countries should be murdering each other over something that could have been straightened out by a common-sense consideration of the problems, and certainly we were simply not going to be brought into the meleè. And then we were certain that no country would dare to offend us, or if she did, would gladly apologize on being shown her mistake, and not only make reparations but be very careful not to do anything like it again. Even after three years witnessing of the liberties of humanity being trodden upon, our flag frequently disregarded, our own people slain upon the high seas, we were amazed when we realized that we would have to go to war. We had no army worthy of mention and since the affair on the Mexican border the National Guard had been allowed or encouraged to go to pieces. We were not armed, and our arsenals were not equipped to turn out arms; they were busy, and had been working on foreign guns and armament of bores and character that could not be used by our troops, had we the latter in any number. In spite of our enormous seacoasts we had little in the way of shipping to carry troops abroad and to keep them supplied. And the boast of the enemy and the belief of our allies was that the war would be over before the country could get its forces and resources in line.

**Russian Revolution**—Consider, too, the situation abroad just prior to the entrance of the United States into the war. Germany had seen its chance to win by declaring an unrestricted submarine warfare. In all confidence it was announced by their authorities that England would be subdued in five months at the most. And what was never known until after the war, is that the English authorities were just as thoroughly convinced that they could not last that long. This was February 1, 1917. On March 11 the Russian Revolution started and by the middle of the month the Czar of Russia had abdicated. It meant the breaking

down of the Russian arms on the eastern front and the freeing of great German reserves to use against the British and French. The British offensive had proven a failure before this time, and the French great thrust was to prove a failure shortly after.

The situation then, in April, was that of sure doom facing the Allies abroad, and neither they nor the enemy believing that even if the United States came in with them that she could send help in time, even if we could give any real aid at any time. The outcome of the war depended upon the American people, and they had not only shown themselves unprepared for warfare, but laden down with an inertia that had kept them from getting ready for what was inevitable.

The great thing that was misunderstood by all, even by the American people, was, that a united nation can perform miracles. Take the question of raising an army. According to English and German calculations based on experience, this would require not months but years. The lesson of the Civil War had made no impression abroad. Under the heat of battle both the North and South had welded together armies that had been the astonishment of foreign observers. Only the fact that it was brother fighting brother had prolonged the agony of that time.

**American Entrance**—America did not want to enter the World War, but once she felt that she must, there was a surge of an united people that carried all before them. War was declared on April 6. Before the end of May three measures had been adopted which settled right then the ultimate fate of Germany. On April 24, President Wilson signed the seven billion dollar War Bond Bill, the largest Army and Navy Bill in the history of Nations; nearly four billion was passed. And third, on May 18, the President signed the Selective Service Act, calling on all men between 21 and 30. There was registered under this first act, more than nine and a half million. Under a subsequent law, extending the ages from 18 to 45, over 26,000,000 out of the 54,000,000 males in the United States were either registered or in the service. And all this was carried out without any serious objection from those concerned. An army of 3,000,000 was raised from this great mass of recruits; another 1,000,000 having come from the Regular Army of 527,000 and the National Guard which had been increased to 382,000.

Industries were expanded on a like large scale. To care for the army the country was divided into training areas and great camps and cantonments of standardized buildings established. Treating the training of an army as a large scale industrial problem, by autumn the organization of a four million army was well under way. For this army industry began to turn out the enormous amount of supplies



needed simply to clothe and feed it. Meanwhile, shipping was found and methods of protecting it against the submarine developed that enabled the country to ship millions of tons of raw and food materials to our allies across the water.

The mobilization of the nation's resources of food and fuel, shipping and land transportation, of finance and trade, was directed by a series of "Boards" made up of leaders in their respective spheres. The financial problem was carried directly to the people, and the bulk of the great sums used were derived from United States bonds taken by popular subscription. Each locality had its allotment, and was thus brought into intimate connection with the whole money effort. The same direct appeal was the foundation of the successful results in conscription, food and fuel savings, and the thousand and one activities of that period.

America, in the beginning, may have been as helpless as the foreign nations believed us to be, there were many mistakes made, much effort wasted, but the spirit was there, the unity that was unsuspected, and the nation came through. It is too near the war period as yet to tell the story of how it was done. It is impossible to get a proper perspective. The records of the time have not been gathered together, they lie scattered, and only here and there are parts grouped so that they may be studied, and even these are grouped without relation to other parts. The State and town were the units in the work of the war, the county seldom being considered as a separate factor. Middlesex County was recognized as such, only in certain main schemes of war work.

**Events Leading up to the War**—Although only eight years have passed since the end of the war, it will do one little harm to refresh the memory of that period by recalling the principal events leading up to the affray, and the ideas, acts and events that marked this country's participation in it. On June 28, 1914, in Sarajevo of Bosnia, Archduke Francis Ferdinand of Austria, was murdered by certain Pan-Slavic conspirators. An ultimatum was sent to Serbia on July 23, whose terms amazed the world. Within five days war was declared by Austria, and within five more the supposedly impossible European war was under headway. To the most of the United States, this event meant little. President Wilson issued a proclamation of neutrality, and the country settled down to watch the trend of the financial market. At first there was confusion in industrial and money matters, but early in the next year it was seen that America was on the verge of a prosperous boom.

Neutrality had its disadvantages, however, for England cut off our shipping to countries where the exports might reach Germany, and Germany was doing all sorts of upsetting things to our industries with

fire, bombs and propaganda. Britain seized ships and prolonged the sittings of her prize courts to such an extent as to call forth on October 21, 1915, a protest from our State Department, against their illegality. This and other protests met with little attention and brought no results. Germany made affairs even more exasperating by declaring the English Channel a "war zone," February 18, 1915, neutrals being told to keep away from the area. Submarines torpedoed vessels without warning. The British ship "Falaba" was sunk on March 28, with the loss of an American life; on May 1, the American vessel "Gulflight" was torpedoed, two American sailors being killed. Just a week later, without warning, a German submarine sank the great liner "Lusitania," resulting in the drowning of 1,153, of whom 114 were Americans. Count von Bernstorff, the German Ambassador, had caused a warning to be published in certain papers before the sailing of the ship, and on May 10, had the bad taste to send a letter of condolence to the State Department. On this same day, President Wilson made his famous "too proud to fight" speech, and shortly after William Jennings Bryan in a conference with Dumba, the Austrian Ambassador, told him, in effect, that such notes as had been sent in regard to the "Lusitania" "had been written in order to pacify the excited public opinion of America. The Berlin Government need not feel itself injured, but needs only make certain concessions if it desires to put an end to the dispute." Bryan's resignation was accepted shortly after. The negotiations over the matter dragged on throughout the rest of the year, with little result acceptable to America.

Under such encouragement unintentional, of course, what wonder is it that Germany, realizing that it had but a lone chance to win, since after two years and a half of war it was no nearer to success than at the end of the summer of 1914, should proclaim an unrestricted warfare? On January 31, von Bernstorff told the State Department that on the next day, in the waters around England and France, the German submarines would sink all shipping, neutral or belligerent. The United States would be permitted to send one vessel to England without molestation if the said vessel would travel along the fiftieth parallel to Falmouth, arrive on Sunday and depart on Wednesday, have its side painted with gaudy red stripes, fly a handsome checkerboard flag, and also carry a certificate from the United States Government, that she carried no contraband!

History records few examples of a more offensive set of proposals, or of a series of so many insults, than those of the German government throughout the several months. America was also having her own internal troubles. On Labor Day four railroad brotherhoods threatened to stall all traffic over the American roads unless their demands for



an increase in wages should be granted. Wilson had acceded to these demands. Dependent as we had been on foreign ships to carry our merchandise, the United States, when practically all vessels of other countries were engaged in the service of belligerents, found itself confronted with an utter inability to ship its productions. There was also a large element in the States who were opposed to war for any reason. In August, 1915, Wilson had approved of a bill calling for a three-year building program of \$600,000,000 for ships alone, and in December of the same year, had recommended an enlargement of the standing army to 142,000, with a 400,000 reserve. But all this meant little as the preparation for an entry on a war with Germany, and was hardly worth the attention of Germany who must do or die, and that immediately.

**Recall of Gerard**—To the surprise of all concerned, President Wilson recalled Ambassador Gerard from Germany and broke off diplomatic relations with this nation. On February 25, the "Laconia" was torpedoed with the loss of two Americans, and on March 18, the Germans sank three American vessels and killed fifteen from this country. President Wilson addressed Congress on April 2, urging a declaration of war. He gave many high reasons for America's entrance upon so deplorable a conflict. "We fight for democracy" . . . "for the rights and liberties of small peoples" . . . "and make all the world free." The attempt to make the world safe for democracy came only after the German submarine had become too effective. The declaration of war passed the House on April 4, and the Senate two days later. America entered the war because it was impossible to bear longer with German aggression, but President Wilson was psychologically right in endeavoring to emphasize ideal motives as lying back of our engagement in a war to be waged in a foreign land.

As seems to be customary with this country of ours, it entered the war without an army and then started to build one. The Hay Act of 1916, as mentioned, provided for an increase in the regular army. Under the provisions of the same act, the War Department had established some officers' training camps. In May, 1917, a number of these were opened. During that same month Congress passed the Selective Service Act, which became a law, May 18, 1917. This provided for the raising of an army from those not having dependents, or engaged in essential industries. Local draft boards to the number of 4,557, enrolled the names of 9,586,508 men, from which by a lottery drawing were chosen the men required. Although nothing had been provided in the way of camps to receive these men, before the declaration of war, some were ready by September 5, and by November there were thirty-seven of these great cantonments.

It was at first expected that the only part the United States could have in the war was to supply the Allies with ships, airplanes, food and money. The Council of National Defense was created to look after these matters. The work of this important body in its relation to Massachusetts and Middlesex County will be outlined at length later in this chapter. It was the first civilian war organization, and consisted of the heads of the departments at Washington working with civilian experts to provide the essential supplies. The Shipping Board and the Emergency Fleet Corporation coöperated to supply a "bridge to Berlin." Herbert Hoover, who had been director of the relief work in Belgium, was chosen Food Controller, to inspire the farmer to greater production and the citizens to greater economy in the use of foods. In May the Aircraft Production Board was appointed, which failed, however, to secure the building of any planes until more than a year had passed. More than 6,000 airplanes were purchased from the French, and to aid them in the construction, about 7,000 skilled mechanics were sent abroad during that first year. At home the aviation corps was increased to 86,000 officers and men. To finance all these efforts, between the declaration of war in April, 1917, and October, 1919, the United States raised \$36,413,000,000, of which only \$11,280,000,000 came from taxation. Four "Liberty Loans," and one "Victory Loan" accounted for the balance. The organization which put over this tremendous piece of financing was one of the marvels of a country that had never even thought in such figures, and which lifted its hands in horror every time the amounts to be raised were announced. Just one little part of the scheme used in this work gives a vivid side light on the whole effort. This was the group of "four-minute men" who made their brief addresses in the motion picture houses of the country. Although only a wee section of the whole committee, still there were 43,000 of them, and it is estimated that they spoke to a total audience exceeding 400,000,000.

**America's Preparations**—The first year of American participation in the war was principally one of preparation as far as troops were concerned. As late as the first of April, only 250,000 men had been sent abroad, and of them a half were engaged in mechanical operations, preparatory measures, never being intended for service in the trenches. The hundred thousand in arms in France were there more for the moral effect than for active duty at the front. That spring found the States ready to send, and France ready to receive, men. For a period of five months, American troops were poured into France at the rate of ten thousand a day, the greatest movement of armed forces over a far distance that the world had ever witnessed.

Germany was made to realize that the American operations were ad-



vancing with far greater speed than the submarine warfare. There was but one thing for them to do, and that was to bring the war to a close before the preparations of the United States were completed and Germany should be compelled to bear the onslaught of the new and mighty army. The Germans, staking everything on one fierce drive, a thing they could do that spring with greater chances of success because Russia had collapsed, allowing the swinging of the troops from the eastern front to the Hindenberg Line, started a push on March 21st on a fifty-mile front line at Cambrai. The intention was to thrust through to the coast and thus separate the French from the English forces, each of which in turn could then be destroyed. The advance of the Germans amounted to forty miles before a week had passed, and was but one of the four thrusts made during the next four months. •The American troops available to help turn these movements consisted of four divisions, the greater part of which could only be used, because of inexperience, in the quiet sectors of the line.

The reply of the Allies to this German effort was to combine all the command in the person of a general-in-chief, Ferdinand Foch. By July there were more than a million American troops in France; there was double this number by November. How the green divisions were used in the active fields of battle at Cantigny (May 28), at Chateau-Thierry (May 31) and elsewhere, is told later in this chapter. The Americans were used in greater numbers as the summer went on, and early in August they assisted the French in the straightening out of the line west of Rheims and the cutting off of a dangerous salient near Montdidier with the English. By September they were ready to go ahead on their own account, and in coöperation with the French pinched the Germans out of the St. Mihiel salient, which had been a thorn in the side of France since the opening days of the war. The end of the German resistance was now in sight, and until the Armistice in November they were always on the retreat. Towards the close of the Great War, nine American divisions in a forty-seven-day continuous offensive drove the Germans back through the woods and hill and valley entrenchments they had built during the years.

**The Armistice**—On November 11, 1918, German authorities signed an armistice, the terms of which completely wiped out the nation as a military or naval power. Never did any country show more abjectness in defeat. The Peace of Versailles is another story, to which "finis" has not yet been written.

**Famous Yankee Division**—In any consideration of Middlesex County and its part in the World War the first thought must be given to the famous Yankee Division. This Twenty-sixth Division was the first of

the American Expeditionary Forces to be organized, the first to cross the water as a division, and the first to take the battle line as a division. What is of even greater interest to the resident of Middlesex County is, that of all the divisions engaged in the great war, this is the only one that came practically from one locality, and that locality New England, and for the most part from Eastern Massachusetts. The policy of the National or Army authorities was to make up the larger parts of the Expeditionary Forces out of units drawn from all sections of the United States. Whether this policy was due to the fact that there was a desire to prevent any one district in the United States from having an undue pride in the war achievements of their locality, or because, as the Army powers stated, it was undesirable for any one section to bear an overly large part of the losses that were sure to come, or for any of a half dozen other expressed reasons, it is a fact that with the exception of the Twenty-sixth there was no other division that had not in it a large number of soldiers from all over the States, as for example, the Rainbow Division.

At this later date, the people of Middlesex can be very happy that there was such an exception in the case of the Yankee Division, since it is now possible to read the glorious story of its time abroad, and feel the pride and joy there is in realizing that the boys who comprised it were boys from the county and State and nearby New England region. The story of the Twenty-sixth is our very own, as much as any one division can be. When in the war days we read of this or that division being engaged in this or that battle, we were interested in a general way; but when the account made it clear that the Yankee Division had been in certain trenches, suffered losses, had been "cited," as it was no fewer than thirteen times by the French, there was something very personal and vital about our interest, for we knew that some of the soldiers might be our former next-door neighbor, or our neighbor's sons.

No invidious comparisons are intended or will be made; to all who served their country at home or abroad honor is due. Simply because the Twenty-sixth was more than any other division, a strictly New England division, and the only part of the American Expeditionary Forces having a large number of Middlesex men in it, more space will be given to a sketch of its history. As one puts it:

There can be no doubt that the Division (26th) from the very first showed distinctive character. The great outstanding fact which explains this distinction is, first, the whole division came from a very small thickly populated section of the United States. All the organizations from which it was built were of New England; practically every man and an overwhelming majority of the line officers were Yankees; every New England State was represented in it, and the Division had headquarters in Boston and was mobilized, trained and equipped in New England. Secondly, and perhaps of more importance, the Division was a National Guard



division, except for the men who came from the National Army draft at Camp Devens to fill up the places left vacant by the rejections of the guardsmen. The men were volunteers, and for the most part they were successful business or professional men.

The training of the division was begun on the Mexican border in 1916. On March 20, 1917, the National Guard were called into Federal service, and scattered in the line of duty all over the East. When war was declared on April 6th there began recruiting, physical examinations, and efforts made to bring not only the numbers in the Guards up to normal, but the individuals in it up to the physical requirements of the regular army. Massachusetts became a part of the newly created Northeastern Department, with headquarters at Boston and Major-General Clarence R. Edwards in command.

The good luck that seemed to follow the Twenty-sixth Division throughout its career was manifest at the start in the appointment of General Edwards to the command of the department and later of the division. Sibley describes him at this time as:

A tall, white-haired, close cropped officer with splendid presence, a vigor of initiative that made itself at once felt, and a personality that was to mean everything to the Division later on. Through a boyhood in Cleveland, Ohio, a training at West Point, and an army career more filled with events than almost any I have read, General Edwards had always distinguished himself for energy, for fighting qualities that enabled him to go right down to the use of fists, by a love of horses coupled with a downright belief in infantry as the real fighting unit, and by promptness of decision that solved bureau difficulties and field situations alike. He had seen service in the Southwest, in Florida during the Cuban War, in the Philippines with Lawton, and on the Panama Canal. He had done the work of the quartermaster and the work of the office of Insular Affairs; he had led troops in the field and had rounded out into the ideal of a division commander familiar with all sides of the work to such an extent that he could always allot responsibility. Excuses would not go with this commander, nor would impossibilities be demanded.

The division was the unit of the army that was to be sent across the water, but such a unit as never had been approached for size or the number of its parts. There was a rivalry for the honor of being the first division sent abroad. General Edwards was the only commander who could and did promise to have a division organized by September 1, and was ordered to go ahead and make good. Only by almost superhuman efforts was the required twenty-seven thousand gotten together from all parts of the State. The process of welding parts into a whole broke up many of the National Guard organizations. The old regiment in American service contained about 2,000 men, the new a little less than 4,000, or more than a brigade had formerly numbered. The full division in 1918 was about 32,000 or larger than an army corps of the Civil War. A colonel commanded more men and had as many problems

as a brigadier-general of the older times.

The story is told of the War Department asking General Edwards if he could ship part of a division on September 1st and part on September 15th, and he assured them that he could. Again they wired asking: "Are you reasonably sure?"; to which he replied: "I am not reasonably sure: I am certain."

**"Outfits" of 26th Division**—The division as formed was made up of the 101st Infantry from the Fifth, Ninth and part of the Sixth Massachusetts National Guard organizations; the 102nd Infantry, composed mostly of Connecticut and Vermont men with 100 from the Sixth Massachusetts; the 103rd Maine and New Hampshire troops to which were added four companies of the Eighth Massachusetts; the 104th made up of large sections of the Sixth and Eighth Massachusetts; the whole of the Second Massachusetts and a few from the Eighth. The 101st Artillery was the First Massachusetts Field Artillery, with 200 from the New England Coast Artillery. The 102nd Artillery was the Second of Massachusetts with more coast artillerymen. The 103rd, the heavy artillery regiment, was built up of men from New Hampshire, Rhode Island and Connecticut batteries. The machine gun battalions were a new thing and the 101st was composed of 200 Vermonters. The 102nd had the Massachusetts squadron of cavalry except Troop B, which was taken for the headquarters troop, and about 200 men from the First Vermont Infantry. The 103rd Machine Gun Battalion was mostly from Rhode Island, New Hampshire and Vermont. The Trench Mortar Battery was from Maine. The 101st Engineers was built up from the famous First Massachusetts with Maine and New England Artillery added. The First Field Signal Corps became the 101st in the division; and the Sixth Massachusetts furnished the train headquarters men and the military police. The 101st Ammunition Train was made of the Vermont First Infantry and the Massachusetts Coast Artillery. The Engineer Train, a small unit, was made up of men from the Sixth Massachusetts Infantry. The Sanitary Train had the First and Second Ambulance Companies; the First and Second Field Hospitals; the First Connecticut Field Hospital; the First Rhode Island Ambulance Company and the First New Hampshire Field Hospital. The 101st Supply Train was made up of Troop B, of the Rhode Island Cavalry, a large number from the Eighth Massachusetts Infantry, and a few from the Sixth Massachusetts.

The original commanding officers of these units were:

Division Headquarters Troop,	Captain Oliver Wolcott.
101st Machine Gun Battalion,	Major James L. Howard.
51st Infantry Brigade,	Brigadier-General Peter E. Traub.



101st Infantry,	Colonel Edward L. Logan.
102d Infantry,	Colonel Ernest L. Isbell.
102d Machine Gun Battalion,	Major John Perrin, Jr.
52d Infantry Brigade,	Brigadier - General Charles H. Cole.
103d Infantry,	Colonel Frank H. Hume.
104th Infantry,	Colonel William C. Hayes.
103d Machine Gun Battalion,	Major W. G. Gatchell.
51st Field Artillery Brigade,	Brigadier-General W. Lassiter.
101st Field Artillery,	Colonel John H. Sherburne.
102d Field Artillery,	Lieutenant-Colonel Thorndike D. Howe.
103d Field Artillery,	Lieutenant-Colonel Richard K. Hale.
101st Trench Mortar Battery,	Captain Roger A. Greene.
101st Engineers,	Colonel George W. Bunnell.
101st Field Signal Battalion,	Major Harry G. Chase.
Headquarters Trains and Military Police,	Colonel W. E. Sweetser.
101st Ammunition Train,	Lieutenant-Colonel William J. Keville.
101st Supply Train,	Captain Davis G. Arnold.
101st Engineer Train,	1st Lieutenant S. R. Waller.
101st Sanitary Train,	Lieutenant - Colonel James L. Bevans.

The division was not concentrated at any one point, and as a matter of fact never came together as a whole unit until it entered the front line in France. Division headquarters, with the Headquarters Troop and 101st Field Signal Battalion, as well as the 101st Engineers, were at Boston. Framingham was headquarters of the Fifty-first Infantry Brigade, the 101st Infantry and the 102d Machine Gun Battalion. The 102d Infantry was at New Haven, Connecticut, the 103d Machine Gun Battalion was at Quonset Point, Rhode Island, the 101st Machine Gun Battalion at Niantic, Connecticut, while the whole of the Fifty-second Infantry Brigade was at Westfield, Massachusetts, and the field artillery at Boxford. The first unit of the division set sail in the night of September 7; the last unit sailed October 4, all passing through the submarine-infested waters safely and went into training camps in France.

Three months after its arrival the Yankee Division went into the firing line at Chemin des Dames, February 6, 1918, the first of the American divisions so to be honored. The guns of Battery A, 101st Field Artillery, on the previous afternoon announced their presence there with the first shot of an American Division. The shell case, by the way,

was sent back home and placed in the Capitol of Massachusetts. It was a so-called "quiet sector," but immediately received its baptism of fire. The enemy wanted to capture a few of "these Americans" hence laid down barrages behind groups of the division, and under its cover raided the line. Says General Edwards of this time: "The barrage was laid down on these green men, and they did not even lie down. They crouched in their holes, with high explosives rattling on their helmets and killing several, and when the barrage lifted, they jumped up and made a lot of the Germans prisoners."

Lieutenant James W. Brown, later Major, and Sergeant John W. Letzing, were the first of the division to capture one of the enemy, and while he proved to be a mere boy, the incidents of the foray were of so dangerous a character as to win for the two the coveted Croix de Guerre, the first of the Y. D.'s to be so fortunate. This was on Saint Valentine's Day, and it was but a few days later that the Germans reciprocated by taking prisoners from the 102nd Infantry, one of their working parties being surprised and two men captured.

The time spent in the Chemin des Dames sector was, after all, only the upper school in the training period. There were severe losses, and there had been two heavy engagements and numerous raids and counter raids. The "Road of the Ladies" had not proven a very safe place for men to be. It had been intended to keep the Y. D.'s there only a month, but the time was extended another two weeks, and the troops did not leave their training sector until March 18, when they were relieved by the French. The troops were sorely in need of rest. They were run down by the long exposure and the unending labor. Not always had food been securable; equipment had been short; underclothes, uniforms, blankets and other necessities insufficient. They had earned a long rest. The Germans bade them farewell by showering them with thousands of gas shells on the last days.

But the Twenty-sixth never had its rest, nor, for that matter, did it ever complete its training. Emergencies arose so quickly and so fast that the division was rushed into one sector and another with very little relief. It was now moved into the Toul district, replacing the First Division. Then the Germans made their rush at the Marne, and in the Allied counter-offensive, the Y. D. was rushed to the point of the German salient.

At Toul, the Germans had been in control. The greater part of the sector was in a marsh with the enemy in possession of the dominating heights. When he wanted a victory, all he had to do was to swoop down and take all who were in certain sections. General Edwards refused to leave his troops in one part of the front line. The French commander objected saying the Germans would come over and occupy the



trench. Edwards replied: "That's just what we want them to do. If they come over we'll lick hell out of them." And that is exactly what the Americans did. With wild cheers the Yankees fell upon the Boche with their bayonets, killed a number and took forty prisoners, the first taken in Apremont for six months.

**No Man's Land**—As General Edwards tells it: "The second day they (the Germans) brought up 700 shock troops together with **two other** battalions, and they said, 'We will show those Americans.' They came down and got in behind our flanks. Our men did the same thing over again. As soon as they had chucked the Boche out of one place they would whack them in another. . . . And those men fought there for five days around Hill 320 in front of Apremont. They wiped out 700 Germans, made 40 prisoners and buried 200 Boches. The French Army commander cited 117 men of the 104th and they got the Croix de Guerre in a very impressive ceremony when they were withdrawn. They also pinned the Croix de Guerre on the colors of the regiment, and I don't know that that had ever occurred before. It was the first time that troops had ever won in that sector, but from that time we absolutely owned 'No Man's Land.'" General Sabatier, in command of the French relieving division, paid this tribute: "I have lost a garrison generally whenever the Boche wanted to come over and take it. I didn't know how to stop it. A great American division comes in here and suggests a new method to us who have been fighting here three or four years. The Boche had got our goats. Now the Americans have got their goats. They don't need anybody on the flank of their liaison. They have destroyed the Fifth Landwehr division. They own 'No Man's Land.' I take off my hat to the Twenty-sixth Division."

It is not to be supposed that the enemy was content to let matters rest, and its next attack was on a larger scale than the Yankee Division had yet encountered. The attack on Seicheprey on April 20 to 22 was led by "Hindenburg's Traveling Circus," a body of picked shock troops. After a bombardment, 400 of them with 2,500 other Germans came over with an intent of breaking the American line and morale. Favored by a fog, they captured Company C of the 102d Infantry before they knew that the enemy had reached their trench. It was 3,000 against 350 and there was no resisting the superior force right then. In the two days fighting that followed, the 26th lost 150 prisoners; the gassed and wounded were about 600; the German casualties were apparently about 1,200. Late the second night the Y. D. counter-attacked, **retook** the lost trenches and buried more dead Germans than the total losses of the Division. "The moral effect of Seicheprey on the Allies was very great, in that it showed the Yankees had, in their first serious engage-

ment, been able to stand up, take punishment, and hold ground against especially trained shock troops."

**Chateau-Thierry**—In June, the Yankee Division were relieved, and great was the rejoicing over the place in which they were to rest for it was Pantin, a suburb of Paris. The troops had deserved and needed time to recuperate, and a little pleasure added would not go amiss. The Fourth of July was not far off and the Yankees believed they would march through Paris in the parade of that day. But on their way to Pantin, they were switched back to the front. They were to relieve the famous 5th and 6th Regiments of Marines and the Second Division, which at Bois Belleau had stood off one of the worst of the German drives. The Y. D. came into this Chateau-Thierry sector knowing that all that it had done in the way of war was as child's play to what they were now to face. "They expected the break-through, but it is doubtful if any one realized that this battle was to be the turning point of the war, and that much of the success gained there would be due to the Twenty-sixth Division." They were the only troops between Chateau-Thierry and Paris, and as a result of their defense during the next few days came to be known as the "Saviors of Paris."

As will be remembered, it was at this time that General Foch made the boldest stroke of the war by staging a counter-attack upon the German right flank north and west of Chateau-Thierry. The Y. D. was the pivot from which this counter-offensive swung. It was also up to the Division to make their advance to increase the bulge in the German Army's side as well as to hold their position in the early stages of the battle.

The whole movement is too intricate and rapid in its changes to be summarized. As epitomized by the "Stars and Stripes," that remarkable newspaper published by the A. E. F.: "The division, in its eight days of continuous battle, had advanced a distance of  $18\frac{1}{4}$  kilometers, captured about 250 prisoners, four field pieces, numerous machine guns, one pontoon train and quantities of ammunition. Its losses had been about 5,300 officers and men, of whom 600 were killed. The general commanding estimated that the permanent losses, including killed, missing and badly wounded or gassed, were about 2,000, many of the casualties being due to the fact that the division, after gaining its first objectives, had to wait two days under severe fire for the forces on the left to come up to the line established by 'New England's Own.'" There were literally thousands of citations, both divisional and French made as the result of the heroism of the members of the Twenty-sixth during the battle. "French commanders showered General Edwards and his men with compliments, and declared that it was the most brilliant piece of work they had ever seen."



**St. Mihiel Offensive**—The Division after Chateau-Thierry got no rest but immediately went to Chatillon-sur-Seine, received 6,000 replacements, and went into ten days of intensive training. Again they were thrust into the battle line, this time to aid in the reduction of the St. Mihiel Salient, which had been held by the Germans since the beginning of the war. The whole affair was completed with such speed and efficiency as to make the readers of the newspapers back home wonder why it had not been reduced long since. Just two days, September 12-14, 1918, and a heretofore impregnable position, where thousands of lives had been sacrificed during four years of warfare, was in the hands of the Americans with comparatively light losses. Fourteen towns, the entire length of the Grande Tranchée de Calonne, were taken by the Yankee Division, with thousands of prisoners, a half hundred guns, and immense stores of material. General Edwards in his Order of the Day, issued September 28, had for its last sentences: "I am proud of you. You are a shock division." And this was said, and could be said with truth, of a division that was made up of National Guard troops, lacking, in the beginning experience, and never receiving the training thought necessary by regular army officers, just a division of good average New Englanders who by sheer grit and determination did the impossible and became known as "Shock Troops."

For a time after St. Mihiel, the Division held an advanced line in the region captured, and played the role of an army that was to break through to Metz, and so create a diversion that would prevent the enemy from concentrating on the Argonne-Meuse front which was to be the point of the next great attack. While at this task, actions against Marcheville and Riaville, towns out on the great plain of the Woevre, brought additional honors to the Y. D., particularly to the 102d Infantry. The Yankees were then transferred to the famous citadel at Verdun. On October 16, companies of the 104th Infantry, assisted by 15 French tanks (14 of which were lost), fought through the night of October 16. They did not take their objective until the next afternoon, and their losses were about 250 altogether. This was but a minor affair as things went at that time, but one of the severest of minor engagements, if we must call it that.

**Recall of General Edwards**—What was a much greater disaster to the Twenty-sixth, one from which it never recovered, was the order of October 22, relieving General Edwards of his command. He was called home to train a new division. Three days before he had received word of his daughter's death from pneumonia in one of the cantonment hospitals in which she had been serving. At Verdun, he had been organizing an attack for that very morning that saw the coming of his order to

return. His personal aid, Captain "Nat" Simpkins, had been taken by a complication of diseases following influenza. It was a heart-breaking time for the General and his beloved division. Hiding his disappointment, he quietly broke the news of his early departure, bespeaking their loyalty to Brigadier-General Bamford who was to succeed him. Gloom settled down on the division. "For nine months, with General Edwards to lead them, the New Englanders had gone through the most strenuous experiences with only a few days rest. Undeterred by fatigue, sickness, shortage of supplies or any of the fiendish methods employed by the resourceful enemy, they had piled up a record which vied with that of the élite troops of the French Army. They had been complimented and cited and decorated time and time again. They had been hailed as "Shock Troops," and the "Saviors of Paris," and their fame was known throughout the length and breadth of the land. And all their glory they attributed to the leadership of Clarence R. Edwards. He it was who stimulated them with his own indomitable spirit, and caused them to go forward when it seemed that human nature could do no more. It was he whose unflagging optimism and cheery words lifted them up, superior to privations and hardships. It was their general who watched over them, cared for them, and saw to it that their lives were not unnecessarily sacrificed." (Harry A. Benwell, in his "History of the Yankee Division".)

Perhaps this is as good a place as any to leave this attempt to outline the story of the Twenty-sixth. There were two more weeks before hostilities ceased with the Armistice, and the New Englanders "carried on" with vigor. On the very morning of November 11, the 101st was ordered to advance, and the 103d was advancing when the final hour came. Great was the celebration; great also was the disappointment that the Division had not been included in the Army of Occupation which was to march into Germany. President Wilson, coming to France before the Yankees had been sent home, dined with the officers of the Twenty-sixth; he had desired to have Christmas dinner with the privates.

**Yankee Division's Welcome Home** — On April 4 the first of the Yankee Division arrived at Boston, nearly six thousand, to receive the official welcome of the committee headed by President Calvin Coolidge, then Governor of Massachusetts. But the welcome of the people, joyous, excited, frenzied, made a picture that cannot be painted with words. To many it was a sad occasion, for those they had sent had not returned, nor would they ever, for they had laid down their lives in service of their country. It is said that the only time Boston forgot its dignity and went "crazy" was on April 25, when the parade and reception of



the Yankee Division took place. The Division had sailed away to France with nearly 30,000 in its ranks; when the Armistice was signed less than 30 per cent of the original number remained. The total casualties had been 45 less than 12,000. Two hundred and ten days had been spent on the firing line, a longer period than that of any other division. It had been cited, commended, congratulated, thanked, by all sorts of countries, officials and individuals. Perhaps of these the most interesting is one paid grudgingly by the enemy, who in a captured document had written for the warning of their own officers that "The Twenty-sixth American Division is a fighting division which has proven its qualities in battles on various parts of the front."

**Massachusetts Committee on Public Safety**—One of the first and exceedingly active of the units which were the backbone of the home army standing behind the field forces of the United States both here and on the foreign shore, was the Massachusetts Committee on Public Safety. Recognizing that there were many problems to be solved, and work to be done, that could not be cared for by the executive authorities of the State, Governor McCall, at the suggestion of James J. Storrow and Charles F. Weed, named on February 9, 1917, the hundred citizens from every section of the Commonwealth who became the Committee on Public Safety.

James J. Storrow, Chairman.

Henry Abrahams.	Hon. W. Murray Crane.
Charles H. Allen.	Henry H. Crapo.
Hon. Butler Ames.	Alvan T. Crocker.
Charles S. Baxter.	John W. Cummings.
Frank P. Bennett.	Hon. James M. Curley.
Col. Everett C. Benton.	Hon. Edwin U. Curtis.
Charles S. Bird.	Hon. Grafton D. Cushing.
Spencer Borden, Jr.	Harvey Cushing.
Charles W. Bosworth.	Henry S. Dennison.
Roland W. Boyden.	George A. Draper.
Dr. L. Vernon Briggs.	Albert Greene Duncan.
George E. Brock.	Arthur W. Eaton.
Dr. William A. Brooks.	John W. Farley.
William M. Butler.	Walter C. Fish.
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Charles H. Cole.	Louis A. Frothingham.
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Levi H. Greenwood.  
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 Charles H. Hayden.  
 Robert F. Herrick.  
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 Richard C. Hooker.  
 James H. Hustis.  
 George N. Jeppson.  
 J. Lovell Johnson.  
 Benjamin Joy.  
 Eben S. S. Keith.  
 Louis E. Kirstein.  
 George E. Kunhardt.  
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 A. Lawrence Lowell.  
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 Grenville S. McFarland.  
 Alexander Meiklejohn.  
 Guy Murchie.

Robert L. O'Brien.  
 Joseph H. O'Neil.  
 Eugene W. Ong.  
 James J. Phelan.  
 William B. Plunkett.  
 J. W. Powell.  
 Oliver Prescott.  
 Frederick H. Prince.  
 A. C. Ratshesky.  
 Russell Robb.  
 Bernard J. Rothwell.  
 John L. Saltonstall.  
 Edward F. Searles.  
 Joseph A. Skinner.  
 Frederic S. Snyder.  
 Philip L. Spalding.  
 Godfrey de la Tannancour.  
 Charles H. Taylor.  
 Thomas W. Thatcher.  
 Hon. David I. Walsh.  
 Charles G. Washburn.  
 Charles F. Weed.  
 Henry G. Wells.  
 George R. White.  
 E. Marston Whitin.  
 Sherman L. Whipple.  
 James T. Williams, Jr.  
 Butler R. Wilson.  
 Daniel G. Wing.  
 Robert Winsor.

Subsequently the Governor added the following names:

W. A. L. Bazeley.  
 Edmund Billings.  
 H. F. Brock.  
 Charles C. Doten.  
 Mark Temple Dowling.  
 Henry B. Endicott.  
 William F. Fitzgerald.  
 Alvan T. Fuller.  
 John L. Hall.  
 Ira N. Hollis.  
 Stillman F. Kelley.

Arthur A. Kidder.  
 Walter L. McMenimen.  
 George von L. Meyer.  
 Charles A. Pastene.  
 Gardner W. Pearson (ex officio).  
 Robert L. Raymond.  
 Milton F. Reed.  
 Simon Vorenberg.  
 Frank W. Whitcher.  
 Roger Wolcott.



It will be noticed that the Governor's selection had been made without regard to creed, politics, social or racial distinction. And in the later appointments, this example was closely followed. Distinguished scholars, college presidents, clergymen, philanthropists, professors, doctors, lawyers, business men and labor leaders, all played their parts, toiled shoulder to shoulder for a common cause—to win the war. "Women and men, the elder and the younger, all volunteers in a great cause, toiled patriotically, cheerfully, and in harmony during the long summer heat and the cold of the winters that they might share in the going over the home top."

The Public Safety Committee was appointed before war had been declared, the first of the States of the Union to have such a committee being Massachusetts, although the idea was quickly copied and there were like organizations in all the other States. The Governor at the first meeting said, in explaining the purpose of the committee: "I did not appoint the Committee because I thought war probable; I am expressing no opinion on that point. But I think we will all agree that war is at least possible; and as it is possible it behooves us to do all we can to get the Commonwealth of Massachusetts where it may, as it always has in a time of National crisis, respond very quickly to any call from the Nation." When twenty-one months later the committee was dissolved he again stated its purpose: "I appointed the Committee in order that it might be the arm of the Executive Department, and it has proven a mighty arm on which I could confidently lean. It has helped to marshal the young men of the Commonwealth, operating, of course, with many men outside, with various members of our different advisory boards and draft boards, who gave their full time; it has helped also to marshal the industries of the State. It has helped settle by the hundred the industrial disputes between employer and employees, so that the wheels of our factories have been kept turning, and I think I can say without boasting that there has been no State that has made a nobler or prompter response to the calls of the President than the Commonwealth of Massachusetts."

Such in brief was the purpose of the committee, but the very condensed outline of what it actually attempted to do and for the most part did as given in its report, filled a very large volume. Seven weeks before war was declared the committee was working to get the National and State Guard and their equipment in perfect shape, and committees had been appointed to look after Finances, the Coördination of Aid Societies, an Industrial Survey, Transportation, Hygiene, Medicine and Sanitation, Federal and State Legislation, Food Production and Conservation, Publicity, Land Forces, State Protection, Naval Force, Military Equipment and Supplies, Emergency Help and Equipment, and almost

immediately to coöperate with the Committees on Land Forces and Naval Forces, committees were appointed for: Mobilization and Concentration, Horses, Trucks and Motor Cars, Recruiting and Home Guards. These were just a few of the organizations formed to meet the exigencies arising in the brief interval between peace and war, the numbers increasing rapidly after the sixth of April.

A few minor items will show the need of their work, such as the recruiting for the regular army and the National Guard units in the State. Massachusetts was one of the seventeen States of the forty-eight that filled its quota for the regular army before the selective draft went into effect, and only four other States exceeded it in numbers and all of these had populations far exceeding the Commonwealth. Altogether the State gathered 8,335 volunteers, or four times as many as all the rest of the New England States combined. This work effected the recruiting for the National Guard, but when the Guard was federalized on July 28, 1917, practically the whole quota needed to bring it up to war strength had been secured, and 502 officers and 15,908 men were available as compared with 305 officers and 10,362 men of a few months prior. The totals of the two groups gave Massachusetts the ranking among the States of fourth in the total number of recruits at that time. It was this promptness in rising to an emergency that enabled the famous Yankee Division to be the first complete division to be sent to France. For Middlesex County, the committee on recruiting was headed by Robert A. Dalton and Perry D. Thompson.

Framingham was the only camp in Massachusetts fitted for the mobilization of troops at the beginning of the war. To the Safety Committee must credit be given for the establishment of the several training camps in the county. Camp Devens was located at Ayer at their suggestion. At Framingham the first school for trench warfare in the United States was organized with specially selected British officers as instructors. Another school was established at Wakefield, one that has been in use ever since. This was at the Wakefield Rifle Range, and taught officers how to shoot.

There can be no attempt made here to even indicate the various activities of the Committee of Public Safety, for they covered, seemingly, every conceivable form of activity not directly cared for by some other agency, and the most of it affected the State in general rather than in a single locality. The coöperation of the State was secured by appointing chairmen of the Public Safety Committee in the cities and towns of Massachusetts. Practically every town and city in Middlesex County had such a chairman who served well and faithfully throughout the extended period the committee was in force.

The following is the list of chairmen for Middlesex County: Acton,



Allen B. Parker; Arlington, Horatio A. Phinney; Ashby, Rev. E. S. Treworgy; Ashland, George G. Tidsbury; Ayer, George H. Brown; Bedford, George H. Blinn; Belmont, Torrance Parker; Billerica, Prescott L. Pasho, Thomas F. Sheridan (later); Boxborough, Edward E. Pearl; Burlington, Horace B. Skelton; Cambridge, Walter C. Wardell, J. Frank Facey (later); Chelmsford, Walter Perham; Concord, Murray Ballou; Dracut, George H. Stevens; Framingham, Theodore F. Rice; Groton, Walter S. Hinchman, Frank L. Blood (later); Holliston, W. P. Kingsbury; Hudson, E. W. Dunbar; Lexington, Alfred Pierce; Littleton, E. B. Priest; Lowell, James E. O'Donnell, Perry D. Thompson (later); Malden, Charles M. Blodgett; Marlborough, Charles W. Curtis; Maynard, Arthur J. Coughlin, Horace F. Bates (later); Medford, Irwin O. Wright; Melrose, John C. F. Slayton; Natick, George C. Fairbanks; Newton, William F. Garcelon; North Reading, Herbert D. Wilson; Pepperell, Charles H. Miller; Reading, Captain Frank Gray; Sherborn, Henry M. Channing, Arron C. Dowse (later); Somerville, Hon. Charles V. Blanchard; Stoneham, George R. Barnstead; Stow, Charles A. Hearshey; Sudbury, Charles H. W. Way (later), W. H. Fairbanks (later); Tewksbury, Irving F. French; Townsend, F. B. Higgins; Wakefield, Charles E. Walton; Waltham, John M. Gibbs; Watertown, William P. McGuire (Executive Manager); Westford, Oscar R. Spaulding; Weston, Dr. Fresnius Van Nuys; Wilmington, Charles C. Alden; Winchester, Lewis Parkhurst; Woburn, Leonard B. Buchanan.

If there was one section of the Committee of Public Safety, whose work may be said to have been more valuable than some others, probably that of Food Administration would be so considered. As Herbert Hoover wrote at the time he was the United States Food Administrator: "The men of the Allied Nations are fighting; they are not on the farms. Even the men of the European neutral countries are under arms. The fields of both the Allies and neutrals lack man power, fertilizer and machinery. Hence the production of food by these countries has steadily lessened ever since the beginning of the war . . . The situation has become critical. There is simply not enough food in Europe . . . North America must furnish them food. The whole problem of winning the war rests on one thing—the loyalty and sacrifice of the Americans in the matter of food." The need for the conservation of food was met by the establishing of Food Administration bureaus all over the United States, Massachusetts, of course, being one. The work really started in the Commonwealth in the early part of February, 1917, when a Committee was appointed on Food Production and Conservation, thus again showing the practical forehandedness that characterized Massachusetts all through the war. Henry B. Endicott was appointed Hoover's representative in the State on July 11th, and

on the same date he was made State Food Administrator for Massachusetts. The Food Administration was empowered by a Federal act of August 10, 1917, to do several things. It was to regulate exports so that adequate supplies should be left in this country for the use of our own population; to arrange for the equitable distribution of food supplies within the United States; to check speculation and profiteering; to effect the prevention of waste; to stimulate production on farms and in the gardens. These are but a few of the more important duties with which the Food Administrators were charged with, and the service was of particular value in Massachusetts, for the State normally produced far less food than it used, and under war conditions this lack of balance had been emphasized.

To carry out this great work, it was found advisable to divide the State into counties with heads for each division. Philip R. Allen was made chairman of the County Administrators, and J. Howell Crosby was appointed Administrator for Middlesex County, with Charles Burnham and Edward Fisher as assistants, and Mrs. George Minot Baker as Woman County Administrator. It is impossible to even outline the various activities of the Food Administrators or to sum up the result of the work. The best minds were busy analyzing the situation, and suggesting methods for meeting it. Probably more was learned by the people concerning their food than was ever known in the history of the world. Every scheme, little or big, was used not only to procure more to eat, but to conserve what there was and also to get it in the hand of the consumer with the least delay and cost. Middlesex developed a guarantee price system to the farmer which was widely copied. Boys' camps were located at Groton, Concord, Hudson, and other towns in the county, where the youth were able to do their part in the growing and reaping of food supplies. Markets were established; canning taught as it never had been taught before; people were taught to eat new foods and to get along with less of the major foods, wheat, sugar and fats, than they had been accustomed. It was a tremendous task that was undertaken and had multifarious ramifications.

It was soon found that the work had to be decentralized for the sake of efficiency, so Town and City Administrators were appointed, and these in turn had to deputize a great many of their duties. The task of the local administrators was to see that the rules established by the National and State governments were enforced; that educational material was distributed; that offenders were warned and prosecuted if necessary, and to supervise the thousand and one details of the work. The women in the service were under the administration of Mrs. Nathaniel Thayer, than whom there was none more successful in the country.



Names of the county heads of the department have been given. It is only just that mention should be made of the many who served faithfully and freely in the various sections of the county. The Town and City Food Administrators in Middlesex County were: Acton Administrator, Allen S. Parker; Arlington Administrator, Charles H. Higgins, Food Control, Warren P. Peirce; Ashby Administrator, Rev. E. S. Treworgy, Food Control, Walter H. Smith; Ashland Administrator, George G. Tidsbury; Ayer Administrator, George L. Osgood, Food Control, George H. Hill; Bedford Administrator, George R. Blinn, Food Control, W. J. Balfour; Belmont Administrator, Dr. L. B. Clark, Food Control, F. H. Kendall; Billerica Administrator, Charles A. Wright, Food Control, Thomas F. Sheridan; Boxborough Administrator, Stephen D. Salmon, 3d, Food Control, Arthur W. Nelson; Burlington Administrator, Fred Kneeland Walker; Cambridge Administrator, William W. Davis, Food Control, Edwin A. Cutting; Carlisle Administrator, Herbert A. Lee, Food Control, James A. Anthony; Chelmsford Administrator, C. George Armstrong, Food Control, Herbert C. Sweetser; Concord Administrator, Allen French, Food Control, George M. Baker; Dracut Administrator, Thomas Varnum, Food Control, A. L. Blizzard; Dunstable Administrator, James E. Kendall; Everett Administrator, H. Heustis Newton, Food Control, Henry Duncan; Framingham Administrator and Food Control, Theodore F. Rice; Groton Administrator, S. Warren Sturgis, Food Control, Stephen W. Sabine; Holliston Administrator, Louis E. P. Smith; Hopkinton Administrator and Food Control, Daniel J. Riley; Hudson Administrator, Loriman Brigham, Food Control, Thomas Kelly and Edgar P. Larkin; Lexington Administrator, George E. Briggs; Lincoln Administrator, C. S. Smith, Food Control, George L. Chapin; Littleton Administrator and Food Control, John H. Hardy; Lowell Administrator, Edward Fisher; Malden Administrator, George H. Johnson, Food Control, Daniel McKenzie; Marlborough Administrator, John A. O'Connell, Food Control, Winfield Temple; Maynard Administrator, George Smith, Food Control, George F. Morse; Melrose Administrator, Charles H. Adams, Food Control, Charles E. Merrill; Natick Administrator, John B. Leamy, Food Control, Charles H. Hollis; Newton Administrator, Alfred McDonald, Food Control, Alfred W. Fuller; North Reading Administrator and Food Control, Herbert D. Wilson; Pepperell Administrator, Waldo Spaulding, Food Control, John L. Boynton; Reading Administrator, Frank Gray, Food Control, M. E. Brande; Sherborn Administrator, Arthur R. Wright; Shirley Administrator, Mrs. David L. Lindenburg, Food Control, Frank Lawton; Somerville Administrator, Charles V. Blanchard, Food Control, Irving Taylor; Stoneham Administrator, George R. Barnstead; Stow Administrator, Rev. J. Sidney Moulton, Food Control, R. P. Har-

riman, Maynard; Sudbury Administrator, Winthrop H. Fairbank; Tewksbury Administrator, Irving F. French, Food Control, Harry L. Shedd; Townsend Administrator, A. Dudley Bagley, Food Control, Frank B. Higgins; Tyngsborough Administrator, H. E. Symonds, Food Control, Raymond W. Sherbourne; Wakefield Administrator, Dr. Charles E. Montague, Food Control, Joseph L. Gooch; Waltham Administrator and Food Control, Fred H. Kirwin; Watertown Administrator, Wesley E. Monk, Food Control, H. L. Paine; Wayland Administrator, Chester B. Williams; Westfield Administrator, James W. Rafter; Weston Administrator, Mrs. John B. Paine; Wilmington Administrator, Dr. T. B. Buzzell, Food Control, Ed. Woodside; Winchester Administrator, James Hinds, Food Control, Maurice Deneen; Woburn Administrator and Food Control, B. G. Fowler.

**Women's Part in the War**—Next after the men in arms the women seem to have to bear the great burdens of war. And none seemed so eager and ready to take up these burdens as the women of the land. In the Commonwealth, their efforts were centralized in the Massachusetts Division, Woman's Council of National Defense. The Council of National Defense was a body authorized by an act of Congress in August, 1916, the Woman's Committee being formed on April 21, 1917. The purpose of the committee was to coördinate the activities and the resources of the organized and unorganized women of the country, that their power might be utilized in the time of need, and also to supply a direct channel of communication and coöperation between the women and the governmental departments. Local units were organized to further the work. The coöperation and loyalty of the large and small existing women's organizations to the central body was remarkably fine and steady. The Federation of Woman's Clubs, under Mrs. Gurney; the Catholic Woman's War Work, under Miss Mary A. Barr; the National Civic Federation, under Mrs. Frederick A. Mead; the Women's Municipal League, under Mrs. William Morton Wheeler; the Special Aid Society, under Mrs. Barrett Wendall; the Jewish Women's Organizations; the Red Cross; the Collegiate Alumnae, under Mrs. Sumner B. Pearmain; the Daughters of the Revolution, under Mrs. Frank D. Ellison; the county and home demonstration agents of the Massachusetts Agricultural College were only a few of the many organizations which gave their hearty coöperation to every branch of the undertaking.

The program of the women's activities was carried out under several committees, the more notable of which were the Committee on Child Welfare, headed by Miss Mary Beard; the Committee on Women in Agriculture, of which Mrs. J. Montgomery Sears was chairman; the Committee on Health and Recreation, under the leadership of Mrs.



Clarence R. Edwards, with three service clubs—one in Ayer, one near Camp Devens and one in Boston (Service Leagues were also formed at Ayer, Framingham, Wakefield, Medford, Lowell and Cambridge in Middlesex County); the Committee for the Maintenance of Existing Social Agencies, Mrs. Frederick S. Mead, chairman, Massachusetts, had one of the first army training schools for nurses at Camp Devens, of which Miss Mary M. Biddle, superintendent of the Newton Hospital, was chosen superintendent; the Committee on Women in Industry, Mrs. William A. Troy, chairman; as well as a number of others, covering every conceivable form of women's activities of the war period.

The chairmen of the Woman's Committees, Council of National Defense, in the cities and towns of Middlesex County, were: Acton, Miss Charlotte Conant; West Acton, Miss Laura A. Brown; Arlington, Mrs. H. W. Reed; Ashby, Mrs. G. H. Joyce; Ashfield, Mrs. William S. Hunter; Ashland; Mrs. H. E. Warren; Ayer, Mrs. S. B. Dickerman; Bedford, Mrs. George R. Blinn; Belmont, Mrs. E. F. Atkins; Billerica, Mrs. William H. Sexton; Boxborough, Mrs. George W. Burroughs; Burlington, Mrs. George B. Perkins; Cambridge, Mrs. Edmund A. Whitman; Chelmsford, Miss Maude Perham; Concord, Mrs. George M. Baker; Dracut, Miss Edna Cutter; Dunstable, Miss Alice L. Butterfield; Everett, Mrs. B. M. Rowand; Framingham, Mrs. N. I. Bowditch; Groton, Mrs. Frank A. Torry; Holliston, Mrs. Allan V. Garratt; Hopkinton, Mrs. G. W. Butterfield; Hudson, Mrs. Henry P. Walker; Lexington, Mrs. Ed. H. Nowers; Lincoln, Mrs. Sarah Phillips Bradley; Littleton, Miss Fannie A. Sanderson; Lowell, Mrs. Butler Ames; Malden, Mrs. F. A. Shove; Marlborough, Miss Mabel Leighton; Maynard, Mrs. Augusta L. Morse; Medford, Mrs. Laura P. Patten; Melrose, Mrs. Harold Marshall; Natick, Mrs. Henry C. Mulligan; Pepperell, Mrs. Nathaniel W. Appleton; Reading, Mrs. Helen R. Grimes; North Reading, Mrs. C. F. Burditt; Sherborn, Mrs. Francis Bardwell; Shirley, Mrs. David Lindenberg; Somerville, Mrs. Frederick G. Smith; Stoneham, Mrs. G. W. Nickerson; Stow, Mrs. Charles A. Hearsey; Sudbury, Mrs. Melvin Gupill; Tewksbury, Mrs. C. Brooks Stevens; Wakefield, Mrs. Henry S. Bouvé; Waltham, Mrs. Florence E. Crocker; Watertown, Miss Lillian C. Albee; Wayland, Mrs. Frank I. Cooper; Westfield, Mrs. Frederic Hull; Weston, Mrs. Arthur H. Morse; Wilmington, Mrs. Tyler A. Stevens; Winchester, Mrs. Minnie C. Ely; Woburn, Mrs. William R. Emery.

**Fuel Administrators**—Those who spent cheerless winter days in under-heated rooms during a part of the war period have few kindly memories of the Fuel Administration and its various committees. And yet at the dissolution of the Committee on Public Safety it was said of James J. Storrow, the Fuel Administrator for New England: "It is my

judgment that there are more thanks due to Mr. Storrow throughout New England than to any other single man in this part of the country." Probably to him must be the credit that the State had so few heatless days. The speeding up of industries to produce on the vast scale required threw such a strain on the transportation systems, and created such a demand for coal that it was quickly seen that Massachusetts was to suffer a complete breakdown in this particular. When the seriousness of the situation was realized the Fuel Administration Committee came into being more than one busy year in trying to keep factories, railroads and homes supplied with fuel. So well was the work accomplished that the New England Organization became a model for like ones in other States. It is said of Mr. Storrow that there were times when he had made himself personally responsible for \$10,000,000 worth of coal, and that but for his organization "thousands of factories would have had to close."

For the efficient carrying out of the plans of the Fuel Administration, chairmen were appointed in most of the towns and cities of the Commonwealth. The chairmen of the Fuel Committees in the cities and towns of Middlesex County were: Acton, C. L. Kean; Arlington, S. Frederick Hicks; Ashby, James C. Allen; Ashland, Franklin Enslin; Ayer, John T. Dolan; Bedford, Nathan H. Daniels; Belmont, Winthrop Brown; Billerica, Edgar P. Sellew; Boxborough, Stephen D. Salmon; Cambridge, Elmer H. Bright; Chelmsford, Paul Dutton; Concord, Edward L. Parker; Dracut, Fred A. Bassett; Dunstable, James E. Kendall; Everett, J. Arthur Benner; Framingham, N. I. Bowditch; Groton, C. Z. Southard; Holliston, Arthur A. Williams; Hopkinton, George V. Brown; Hudson, E. W. Dunbar; Lexington, Frank W. Herrick; Littleton, Hon. Frank A. Patch; Lowell, Albert D. Milliken; Malden, Henry P. Porter; Marlborough, Dr. Edward H. Ellis; Maynard, Joshua Naylor; Medford, J. W. Rockwell; Melrose, Edward E. Babb; Natick, Judge M. F. Kennedy; Newton, Oliver M. Fisher; North Reading, Leslie A. Nichols; Pepperell, Joseph A. Saunders; Reading, A. Newell Howes; Sherborn, Arthur R. Wright; Somerville, Fred M. Carr; Stoneham, Ralph R. Patch; Sudbury, Charles H. Way; Tewksbury, Wilbur A. Patten; Townsend, A. Dudley Bagley; Tyngsborough, Chester R. Warren; Wakefield, Dr. Curtis L. Sopher; Waltham, Joseph P. Morrisey; Watertown, Frederick H. Robie; Wayland, William S. Lovell; Westford, Julian A. Cameron; Weston, Arthur T. Johnson; Winchester, Jere A. Downs; Woburn, Elmer E. Silver.

Detailed statistics as to service and casualties are not available to record here the part played by each community in the World War. Inquiries were directed to the various organizations, but the response was meagre. Therefore it has been considered necessary to follow



general lines as to the district as a whole rather than to attempt to recognize individual merit except so far as it may be done in the biographical section of the work.

Every war has given to the country veteran associations, such as the Spanish-American veterans and the Grand Army of the Republic, which has just celebrated its sixtieth anniversary. Sentiment is the force that brings these organizations into being, but, in the American way, this sentiment is harnessed to practical service. Having once given to their Country, the men are ready to give again, although it is now in a different capacity, one sometimes little appreciated or misunderstood.

**The American Legion**—As one leader phrased it: "The American Legion is America's gift from the World War." It was born the year following the close of the conflict, and in 1926 had a membership, including the auxiliaries, of 1,000,000, of which number 30,000 were members of the 274 Posts in Massachusetts. Middlesex County had an even fifty Posts, with a total membership of 6,023, on August 11, 1925, this being the date of all the figures just quoted. Many of the finest bits of philanthropy and efficient social service, several of the greatest public events in the State, many of the most sensible of civic and political movements are already to the credit of the Legion. Unlike another of the post-war organizations of an earlier day, and no invidious comparisons or criticisms are intended, the Legion is not a political club, and has no intention of forcing its desires by means of political parties. It was founded through sentiment, and by a sentiment for the country is it animated. What it does it hopes to accomplish by means of competent leadership and practical aims and work.

Perhaps no better statement of the purposes that inspire the activities of the American Legion can be made than that which is set forth in the preamble to its constitution:

"For God and Country, we associate ourselves together for the following purposes:

"To uphold and defend the Constitution of the United States; to maintain law and order; to foster and perpetuate one hundred per cent Americanism; to preserve the memories and incidents of our association in the Great War; to inculcate a sense of individual obligation to the community, State and Nation; to combat autocracy of both classes and masses; to make right the master of might; to promote peace and good will on earth; to safeguard and transmit to posterity the principles of justice, freedom and democracy; to consecrate and sanctify our comradeship by our devotion to mutual helpfulness."

Past Commander of Massachusetts, Leo M. Harlow, in speaking of the main objectives of the Legion in the Commonwealth, summarized

them as Rehabilitation, Welfare, Americanism and Legislation. The first is perhaps the most serious trust left to the Legion, for no other organization can so look after the men who "have lost step as a result of wounds or disease of service origin." If the Legion does nothing more than it has during the last four years to aid, train, or hospitalize the broken, to bring cheer to thousands of men and homes, this record of service justifies its organization. The Welfare work is closely linked to Rehabilitation. Americanism is but another name for patriotism, and the aspects of it emphasized by the Legion are those that no other association is fitted to teach.

What the American Legion is doing may be judged from the following taken from the Annual Report of that body for the most recent year, 1925.

In Massachusetts this year the American Legion has accomplished these things:

1. Assisted in the preparation and the proof of the claims of 2,650 disabled men and dependent widows, children and mothers.
2. Provided a Christmas remembrance for 1,817 hospitalized veterans, for every Massachusetts veteran in a hospital anywhere, and for every veteran in a Massachusetts hospital.
3. Visited and investigated every hospital where our less fortunate comrades are being treated.
4. Through our Auxiliary Units furnished scores of entertainments and creature comforts to our hospitalized veterans at a cost of \$19,562.92.
5. Decorated the graves of all World War veterans buried in Massachusetts.
6. Coöperated with the Veterans Bureau and the Boston Chamber of Commerce in procuring employment for rehabilitated service men.
7. Expended over \$5,000 for the physical relief of 625 deserving needy veterans for housing, food, clothing, medical treatment and transportation, without a dollar of overhead. (The Posts independently have expended many multiples of this amount.)
8. Prepared the claims of 18,000 veterans and 1,000 widows, mothers, and wives of incompetent veterans for Adjusted Compensation at Headquarters alone, and for tens of thousands through the Posts.
9. Held a Poppy Day for the physical relief of disabled and unfortunate veterans and accounted to the public for every penny collected and expended.
10. Initiated successful movements for the establishment of community centers or public playgrounds in a score of Massachusetts communities.
11. Investigated and exposed impostors who have traded on the fair name of our disabled comrades.
12. Aided in the dedication of the State Memorial to Dilboy, Perkins, Talbot and Whittlesey (Massachusetts distinguished World War heroes), which was provided by the Legislature upon the petition of the Legion.
13. Investigated the cases of 100 missing service men for anxious relatives and comrades.
14. Promoted patriotism by distributing folders on the history and correct use of the Flag to every school in Massachusetts.
15. Assisted materially in the Boy Scout movement.



16. Recruited or assisted in recruiting almost 1,000 boys for the Citizens' Military Training Camps.

17. Conducted the largest Mothers' Day exercises ever held in America on Boston Common and established that day as an institution.

18. Furnished the largest and most impressive division in the great patriotic demonstration at Concord and Lexington on April 20.

19. Successfully defended the rights of worth-while veterans in public employment and defended the proper rights of all service men and women who have played fair with the government, their employers and their comrades whether they belonged to the Legion or not.

20. Conducted outstanding, clean and wholesome entertainments. For example, the Annual Track Meet, February 23, and the Charity Boxing Carnival, June 5.

21. Held the largest public dinner ever held at a New England hotel when it launched the American Legion Endowment Campaign at the Copley-Plaza, January 18.

22. Conducted an essay contest for all the school children in Massachusetts.

23. Through its Welfare Committee and its Posts buried with proper honors indigent deceased veterans.

24. Successfully conducted the Endowment Fund Campaign, raising almost \$400,000, to insure the continuance of our rehabilitation program and to insure the Child Welfare program of the Legion.

The Endowment Fund, designed not only to care for the more unfortunate veterans of the war, and the prosecution of their claims before the governmental agencies that have this matter in their charge, but has as its objective the providing of every helpless orphan of a veteran with a proper home. Middlesex County Posts have done their share in raising this Endowment Fund, many of the Posts having subscribed more than their assigned quota. There seems little reason for not believing that the whole sum will have been provided before the close of 1926.

The American Legion Posts in Middlesex County on August 11, 1925, with their names, number and membership, arranged in the order of their formation, is as follows:

Post No.	Name	Membership Aug. 11, 1925.
19 .....	Somerville .....	409
27 .....	Cambridge .....	479
38 .....	Lexington .....	106
39 .....	Arlington .....	260
45 .....	Medford .....	160
47 .....	Holliston .....	28*
48 .....	Newton .....	506*
** .....		
55 .....	Groton .....	15
62 .....	Reading .....	111
63 .....	Wakefield .....	153
69 .....	Malden .....	408
74 .....	Framingham .....	256*

Post No.	Name	Membership Aug. 11, 1925.
77 .....	Ashland .....	24*
84 .....	Lincoln .....	22*
87 .....	Lowell .....	557
90 .....	Melrose .....	189
97 .....	Winchester .....	161
99 .....	Watertown .....	125
100 .....	Hudson .....	46
101 .....	Woburn .....	215
107 .....	Natick .....	186
115 .....	Stoneham .....	93
116 .....	North Billerica .....	5
132 .....	Marlboro .....	114
133 .....	Wayland .....	71*
136 .....	Wilmington .....	37
139 .....	Ayer .....	41*
156 .....	Waltham .....	222*
158 .....	Concord .....	161*
159 .....	Westford .....	35
165 .....	Belmont-Waverly .....	92
176 .....	Everett .....	153
181 .....	North Reading .....	85
183 .....	Shirley .....	34
191 .....	Sudbury .....	27
199 .....	Townsend .....	16
202 .....	Hopkinton .....	12
212 .....	Chelmsford .....	27
213 .....	East Pepperell .....	48
214 .....	Weston .....	62
221 .....	Bedford .....	29*
235 .....	Maynard .....	39
237 .....	Sherborn .....	22
247 .....	James A. Shannon (Cambridge)	59
249 .....	Littleton .....	28
256 .....	Saxonville .....	58*
259 .....	Tewksbury .....	15
268 .....	Billerica .....	15
272 .....	Stow .....	25*
284 .....	West Acton .....	32
		<hr/> 6,023

Four-fifths of the Posts in the county have associated with them branches of the American Legion Ladies' Auxiliary, founded in 1920. The rapid growth of the organization is due in a large measure to the Auxiliary's best friend and first president, Mrs. Bessie R. Edwards, and her successor, Mrs. Helen A. Bishop, who was elected National president at the conclusion of her second year's term in the Massachusetts Department; and to the past president, Mrs. Elizabeth O'Brian.



From its inception, the Auxiliary accepted the care of the disabled; has systematically outlined the welfare work, giving the home welfare cases its particular attention. One of the most notable of its accomplishments is the establishment of the Disabled ex-Service Men's Exchange as a medium through which articles made by the disabled might be sold. This department was the outcome of a desire on Mrs. Edwards' part to enable the men to help themselves. That these men will help themselves if given the opportunity is shown by the yearly figures of the amounts returned to the disabled men for the articles made by them and sold in the Exchange. The year 1922-1923 showed \$10,340.95; 1923-1924, \$12,330.70; and 1924-1925, \$17,184.27, an increase from the first year of approximately \$7,000. On Christmas Day, 1924, more than 1,800 gift boxes were sent to Massachusetts boys in far away hospitals and to every disabled veteran in a Massachusetts hospital.

**Taps**—"Call to Quarters blows, and soon taps will lay us to rest for the day. As surely as the bugle calls of the day (save Mess and Pay) are to be damned, those of the night are to be blessed, particularly Taps. No matter how a man wearies of the Army, here is one call he wouldn't mind hearing every night of his life. It seems to us something more than beautiful music. In a way, it symbolizes and humanizes this army that rides your neck all day, whispering at night that, after all, the Army wishes you well, and that it's all for the good of the service. There are men who, if they go to bed before it sounds, lie awake and await it, much as the devout await Benediction. The grind, disgust, the oath and the spur—these it obliterates, saying all of our prayers for us and sending us quietly to sleep, better ready for another day."





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# HISTORICAL INDEX

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# HISTORICAL INDEX

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- Abbott, Eleanor Hallowell, author, 235.  
 Academies, (see Schools), 211-222.  
 Act, The Stamp, 72.  
 Acton earlier churches, 365: First Parish Church, 365; Congregational, 365; Universalist, 365; Baptist, 365.  
 Acton, General History, 543: incorporation, 544; location, 543; agriculture, 543; in the Revolution, 545; churches, 544, 545; library, 546; schools, 546; population, 546, manufacturing in, 546.  
 Address, Lincoln's Inaugural, 123.  
 Administrators in World War, Fuel, 811-813.  
 Adoption of State Constitution, 95.  
 Agricultural Situations, 751 *et seq.*  
 Agriculture, Commerce and, 737.  
 Alcott, A. Bronson, author, 227.  
 Almshouse in 1660, First, 335.  
 Alumni of Harvard University, The, 171.  
 American Entrance in the World War, 788-789.  
 American Independence, War for, 80.  
 American Legion, The, 813-817.  
 American Revolution, Daughters of the, 713.  
 America's Preparations for World War, 792-793.  
 Ammunition, Lack of, 90.  
 Ancient Free and Accepted Masons, 706-708.  
 Ancient Order of United Workmen, 711.  
 Andover and Exeter, Phillips, 217.  
 Antiquarian Society, Concord, 560.  
 Arlington earlier churches: 365: Second Parish of Cambridge, 365: Baptist, 365; Universalist, 365; Orthodox Congregational, 365; St. Agnes Catholic, 365; St. John's Episcopal, 365.  
 Arlington, General History, 379: Founding, 379; location, 380; in Revolution, 381; celebrations, 383; commercial facilities, 382, 383; churches, 382, 384, 385; population, 384; banks, 385; schools, 385; libraries, 385, 386; parks, 386; institutions, 386; hospitals, 386; fraternities, 387, 715; transportation, 384; industries, 675.  
 Arlington, Hiram Lodge of, 707.  
 Arlington Organizations, 339: Symmes Hospital, 339; Order of St. Anne, (St. John's House for Children), 339; Red Cross Society, 339; Women's Aid Association, 339; Welfare Council, 339; The Woman's Club, 339.  
 Armistice, The, 793.  
 Army, The American, 144.  
 Arrival of First Doctor in Plymouth Colony, 272.  
 Arrival of Winthrop, 32.  
 Arsenal, Plans to Seize the, 105.  
 Ashby earlier churches, 365; Orthodox Congregational, 365.  
 Ashby, General History, 481: establishment, 482; in the Revolution, 484; industries, 484; churches, 484; fraternities, 485.  
 Ashland earlier churches, 365: First Parish, 365; Baptist, 366; Catholic, 366; Methodist, 365.  
 Ashland, General History, 546, 547: incorporation, 547; location, 547; cemeteries, 547; transportation, 547; schools, 548; churches, 548; agriculture, 549; in the Civil War, 549; industries, 549, 550.  
 Assistants, Court of, 193.  
 Association, Young Men's Christian, 713.  
 Association, Young Women's Christian, 713.  
 Associations, District Nursing, 292.  
 Attacking the Court at Concord, 100.  
 Attorneys, County, 196.  
 Authors: Eleanor Hallowell Abbott, 235; A. Bronson Alcott, 227; William E. Channing, 228; Ralph Waldo Emerson, 227, 785; Thomas F. Harrington, 235; Nathaniel Hawthorne, 226, 230; Oliver Wendell Holmes, 239, 391, 397; Lucy Larcom, 235; Henry W. Longfellow, 230, 238; James Russell Lowell, 240, 397; Henry D. Thoreau, 228, 229; John Townsend Trowbridge, 231; James A. McNeil Whistler, 235.  
 Ayer earlier churches, 366: Adventist, 366; Baptist, 366; Unitarian, 366; Catholic, 366; Congregational, 366.  
 Ayer, General History, 485: incorporated, 485; population, 485; transportation, 486, 487; agricultural activities, 487; industries, 488; libraries, 488; churches, 489; societies, 489.  
 Ayer organizations, 339: Ayer Hospital, 339; Women's Club, 339; White Ribbon Home, 339.  
 Bank, The First, 297.  
 Bank, The Second, 300.  
 Banks: Arlington, 305, 311, 313, 323; Ayer, 305, 311, 313; Cambridge, 303, 311, 313, 323, 331; Concord, 305, 314; East Pepperell, 314; Everett, 305, 314, 325; Framingham, 306, 314, 326, 332; Holliston, 306; Hopkinton, 306, 315; Hudson, 306, 315; Lexington, 307, 326; Lowell, 301-303; 315-317; 326, 331-332; Malden, 311, 317, 327, 331; Marlborough, 307, 317, 332; Maynard, 311, 327; Medford, 311, 327; Melrose, 308, 327; Natick, 308, 328; Newton, 308, 328; Reading, 312, 318; Somerville, 312, 319, 328-329; Stoneham, 309, 319, 329;

- Townsend, 319; Wakefield, 309, 329; Waltham, 309, 319, 329; Watertown, 310, 320; West Newton, 325; Winchester, 312, 320, 330; Woburn, 310, 321.
- Banks and Banking, Chapter, 293.
- Bar, Prominent Members of the, 200.
- Battle of Bunker Hill, 84.
- Battle of Concord, 81, 559.
- Battle of Lexington, The, 404.
- Bedford earlier churches, 366; First Parish, 366; Trinitarian Society, 366; Catholic, 366.
- Bedford, General History, 550: incorporation, 552; location, 551; industries, 552; churches, 553; agriculture, 551.
- Belmont Churches, 366: Congregational, 366; Waverly Congregational, 366; Episcopal, 366; Catholic, 366.
- Belmont, General History, 387: incorporation, 387; location, 387; population, 388, 390; industries, 388, 389, 390; churches, 388, 389; schools, 389; libraries, 389; parks, 389; fraternities, 716.
- Belmont Hill School, The, 220.
- Belmont Industries, 674.
- Belmont organization, 339: Belmont Community Nursing Association, 339.
- Benevolent and Protective Order of Elks, 711.
- Billerica Churches, 366: Parish Church, 366; Unitarian, 366; Orthodox Congregational, 366; Baptist, 366; Universalist, 366.
- Billerica, General History, 490: establishment, 491, 492; location, 490; in King Philip's War, 492; churches, 492; schools, 493; libraries, 493; industries, 493; in the Revolution, 494; fraternities, 722.
- "Birthplace of American Liberty," 559.
- Board of Education, First, 210.
- "Boston Massacre, The," 72.
- Boxborough churches, 366: First Parish Society, 366; Evangelical Congregational, 366; Methodist, 366.
- Boxborough, General History, 494: incorporation, 495; early churches, 495, 496; schools, 496; agriculture, 497.
- Boy Scouts, 713.
- Bridge, Old North, 563.
- Buildings, Harvard University, 167; Walter Hastings Hall, 170; Stillman Infirmary, 170; 167.
- Bulkeley, Rev. Peter, one of founders of Concord, 562.
- Bunker Hill, Battle of, 84.
- Burlington churches, 366.
- Burlington, General History, 497: organization, 498; agriculture, 497, 498; schools, 499; in Civil War, 499; in Revolution, 499.
- Cambridge Authors, 238.
- Cambridge, General History, 390, 391: incorporation, 392; growth, 392, 393; in the Revolution, 396, 397; industrial development, 397; educational facilities, 393, 394, 395, 399; religious influence, 392, 394, 395; Harvard University, 393, 394, 399; fraternities, 716; industries, 656 *et seq.*
- Cambridge Organizations, 339: Cambridge Hospital, 339; Cambridge Home for aged people, 340; Avon Home, 340; Holy Ghost Hospital for Incurables, 340; Ames Foundation, 340; Baptist Home, 340; Cambridge and Somerville Gemelath Chesed Charitable Loan Association, 340; Cambridge Anti-Tuberculosis Association, 340; Cambridge Hebrew Women's Aid Association, 340; Cambridgeport Fruit and Flower Mission; Cambridge Visiting Nursing Association, 340; Cambridge Neighborhood House, Inc., 340; Cambridge Rotary Educational Fund, Inc., 340; Columbus Day Nursery, 340; Harvard Legal Aid Society, 340; Cambridge Welfare Union, 340; East End Union, 340; Young Men's Christian Association, 340; Young Women's Christian Association, 340; Lamson Home, 341; Middlesex Charitable Infirmary, 341; Russian Society Znanie, 341; Wesley Foundation, 341; Stillman Infirmary, 341.
- Cambridge's Part in Medicine, 286.
- Canal, Middlesex, 258.
- Canals and Railways, 255.
- Capture of Louisburg, 64.
- Capture of the "Virginus," 138.
- Car Lines, Street, 268.
- Carlisle earlier churches, 366: First Parish Church, 366; Unitarian, 367; Calvinistic Congregational, 367.
- Carlisle, General History, 554: establishment of, 554, 555; location, 554, religious influence, 555, 556, 557; in Civil War, 558.
- Causes of Spanish-American War, 137.
- Changes, Geologic, 1.
- Channing, William Ellery, author, 228.
- Characteristics, Indian, 11.
- Charitable and Philanthropic, Chapter, 333 *et seq.*
- Charitable and Philanthropic Organizations, Private, 338.
- Charity of the Town, 334.
- Charlestown and Her Navy Yard, 243.
- Charlestown, Settlement of, 243.
- Charter in 1691, a New, 186.
- Charter, Massachusetts Company, 26.
- Charter Revoked, The, 57.
- Chateau-Thierry, 800.
- Chauncy, Rev. Charles, 2nd president of Harvard, 158.
- Chelmsford earlier churches, 367: Town Church, 367; Central Baptist, 367; Trinitarian Congregational, 367; St. Anne's Episcopal, 367; St. John's (Catholic), 367; Orthodox Congregational, 367; Methodist, 367.
- Chelmsford, General History, 499, 500; location, 500; establishment, 500; in



- French and Indian wars, 501; churches, 501; schools, 502; agriculture in, 502; industries, 503; fraternities, 722.
- Christian Association, Young Men's, 713.
- Christian Association, Young Women's, 713.
- Christianize the Indians, Attempts to, 41.
- Churches, Earlier, 354.
- Churches, (see each town).
- Cities and Towns, Population of, 110.
- Cities and Towns, The, 375.
- Civil and Military Organization, 73.
- Civil War: General review, 121; Lincoln's Inaugural address; preparation for, 124; Massachusetts in, 126.
- Colonies, Forming of the, 38.
- Colonists, Discontent among the, 55.
- Colonization, 28.
- Colony, Establishing Massachusetts, 34.
- Colony to Province, Transition from, 55.
- Columbus, Knights of, 714.
- Commerce and Agriculture, 737.
- Committee on Public Safety of Massachusetts, 803-810.
- Common Pleas, Court of, 189.
- Companies, Trust, 322.
- Completed, Dry Dock, 249.
- Concord, 109.
- Concord Antiquarian Society, 560.
- Concord, Battle of, 81, 559.
- Concord earlier churches, 367: Cambridge Church Parish, 367.
- Concord, General History, 558, 559: establishment of, 559, 560; in the Revolution, 559; schools, 560; library, 561; agriculture in, 561; literary, 226.
- Concord Organizations, 341: Silent Poor Fund, 341; Concord Home for the Aged, 341; Concord Charitable Society, 341; New England Deaconess Association, 341; Emerson Hospital, 341; Woman's Parish Association, 341.
- Conditions, Early Financial, 293.
- Conditions, Resumé of, 37.
- Conflict with the Indians, Intercourse and, 41.
- Congress, Meeting of Provincial, 76.
- Congress, Second Provincial, 77.
- Consolidation of Roads, 267.
- Constitution, Adoption of State, 95.
- "Constitution", The, 251.
- Counties Re-apportioned, 113.
- Country Store, The, 747.
- County Attorneys: 196 *et seq.*
- County Courts, 184.
- County formed, 184.
- County Legal Officials, 191.
- County Official Record and Personnel, 109.
- County Officers, Present, 116.
- County Officials, 113.
- Court at Concord, Attacking the, 100.
- Court, Judges of Inferior, 188.
- Court, Judges of Supreme Judicial, 187.
- Court of Assistants, 193.
- Court of Common Pleas, 189.
- Court of General Sessions, 189.
- Court, The Superior, 190.
- Courts and Lawyers, 181.
- Courts, County, 184.
- Courts, District, 117.
- Credit Unions, 331; Progressive Workmen's Credit, 331; Notre Dame, De Loudres Credit, 331; Blake-Knowles Credit, 331; Central Credit, 332; Prospect, 332; Framingham Institutions, the D. M. C., 332; Jeanne D'Arc Credit, 332; Lowell Bleachery, 332; Santa Maria Credit, 332; St. Mary's Parish Credit, 332.
- Customs, Indian, 19.
- Date of Incorporation of Towns, 111.
- Daughters of the American Revolution, 713.
- Department, Public Welfare, 337.
- Depreciation, Money, 296.
- Depredations, Indian, 14.
- Depression after the Revolutionary War, General, 96.
- Description, General Physical, 5.
- Discontent among the Colonists, 55.
- District Courts, 117.
- District Nursing Associations, 292.
- Division, Famous Yankee, 793-796.
- Division, "Outfits" of 26th, 796-799.
- Dock Completed, Dry, 249.
- Doctor, Arrival of First, 272.
- Doctor, The Indian, 272.
- Dracut earlier churches, Central Church (Unitarian), 367.
- Dracut, General History, 503: incorporation, 504; churches, 505; schools, 505; in King Philip's War, 504, 506; agriculture, 506; industries, 506.
- Dry Dock Completed, 249.
- Dunstable early churches, 367.
- Dunstable, General History, 506, 507: incorporation, 508; agriculture, 507; in King Philip's War, 509; churches, 509; schools, 510; in the Civil War, 510; in the Revolution, 510; population, 510.
- Earlier Churches, 354.
- Earlier Physicians in Lowell, 281 *et seq.*
- Earlier Physicians, 275.
- Earlier Remedies, 273.
- Earlier Western Middlesex, Homes of: 770 *et seq.*
- Earliest Record of Inhabitants, 9.
- Early Financial Conditions, 293.
- Early Founders, 778 *et seq.*
- Early History Three Religious Societies: Watertown, Cambridge, Natick, 357.
- Education, 207.
- Education, First Board of: 210.
- Educational Law, 208.
- Edwards, Recall of General, 801-802.
- Electing a President for Harvard University, 158.
- Eliot, Charles W.: president Harvard University, 162; president emeritus, 165.
- Eliot, John, Meeting House, 600.
- Elks, Benevolent and Protective Order of: 711.
- Elm Tree, The Famous, 88.

- Emerson, Ralph Waldo, 227, 785.  
 England, Industrial, 627.  
 English, Settlement by the, 23.  
 Entrance of America into World War, 788-789.  
 Entrance, Santiago Harbor, 145.  
 Establishing a New Provincial Government, 58.  
 Establishing Massachusetts Colony, 34.  
 Events Leading to World War, 789-791.  
 Everett early churches, 367: Parish Church, 367; Universalist, 367; St. Mary's Catholic, 367.  
 Everett, General History, 399, 400: incorporation, 400; population, 400, 403; location, 400; schools, 401; churches, 401, 402, 403; in Revolution, 402; institutions, 402; fraternities, 402, 716; libraries, 403; industrial developments, 402, 403; industries, 661 *et seq.*  
 Everett Organizations, 341: New England Home for Deaf Mutes, 341; Everett Home for Aged People, 341; Everett Cottage Hospital, 341; Church Home Association, 341; Hebrew Ladies' Aid Society, 341; Chevro Kodisho, 341.  
 Exeter and Andover, Phillips, 217.  
 Facilities, Progress of Shipping, 745.  
 Families, Old Houses and, 759.  
 Financial Conditions, Early, 293.  
 First Almshouse in 1660, 335.  
 First Bank, The, 297.  
 First Board of Education, 210.  
 First Doctor, Arrival of: 272.  
 First Inoculations, 276.  
 First Patent, 24.  
 First Printing Press, The, 225.  
 First Railroad in Massachusetts, 264.  
 First Railroad, The, 262.  
 First Woolen Mill, 629.  
 Flight, Shays', 107.  
 Footwear Industry, 642.  
 Formations, Rocky, 3.  
 Formed, County, 184.  
 Fortifications, Revolutionary, Somerville, 429.  
 Founders, Early, 778 *et seq.*  
 Framingham Churches, 367: First Parish Church, 367; Baptist, 367; Methodist, 367; Universalist, 367; St. George's (Catholic), 367; St. Bridget's Parish, 367; St. John's Episcopal, 367; Methodist Episcopal, 367; Second Congregational, 367; South Framingham Presbyterian, 367.  
 Framingham, General History, 563: founding of, 563; pioneers, 564; agriculture, 564; in the French and Indian War, 565; in the Revolution, 565; population, 566; schools, 566; churches, 567; libraries, 567; industrial enterprises, 568; printing plant, 569; fraternities, 718; industries, 681 *et seq.*  
 Framingham organizations, 341: Chautauqua Association, 341; Christian Workers' Union, 342; Framingham Civic League, 342; Women's Club, 342; Hebrew and other Aid Societies, 342; Framingham Hospital, 342.  
 Fraternal Orders and Societies: 705 *et seq.*  
 Free Masonry, 706.  
 French and Indian War, 67.  
 French Invasion, 60.  
 Fuel Administration in World War, 811-813.  
 Fur Trade, 737.  
 "Gateway to Old Middlesex," The, 244.  
 General Depression after the War, 96.  
 General Physical Description, of Land, 5.  
 General Sessions, Court of, 189.  
 Geologic Changes, 1.  
 Geology and Topography, 1.  
 Gerard, Recall of Ambassador, 791-792.  
 Government, The New, 68.  
 Granting of Lands, 26.  
 Groton early churches, 368: First Parish, 368; Union Congregational, 368; Baptist, 368; Methodist, 368; St. John's Episcopal, 368.  
 Groton, General History, 510, 511: incorporation, 512; location, 511; in King William's War, 512; churches, 513; schools, 513; agriculture, 513, 514; industries, 514.  
 Harbor, Entrance Santiago, 145.  
 Hardships, Pioneer, 34.  
 Harrington, Thomas F., M. D., physician and author, 235.  
 Harvard, Gift of John, 156.  
 Harvard University: History of, 155; settlement of seat of, 156; gift from John Harvard, 156-158; earlier presidents, 158-162; Chas. W. Eliot elected president, 162-167; buildings of, 167-171; the Alumni, 171-172; various schools of, 172-179; memorials, 156.  
 Hawthorne, Nathaniel, 226, 230.  
 High Schools, Maintenance of the, 211.  
 Hiram Lodge, of Arlington, 707.  
 Holliston early churches, 368: Congregational, 368; Methodist, 368; Universalist, 368; Baptist, 368; Catholic, 368.  
 Holliston, General History, 569: establishment, 569; location, 569; churches, 572; schools, 572; industrial activities, 573; banks, 574; social, fraternal and benevolent organizations, 574.  
 Holmes, Oliver Wendell, 239, 391, 397.  
 Homes of Earlier Western Middlesex, 770 *et seq.*  
 Homœopathy, Practice of, 280.  
 Hopkinton early churches, 368: First Parish, 368; Church of England, 368; Methodist, 368; Catholic, 368.  
 Hopkinton, General History, 574: establishment of, 574; churches, 576; agriculture, 576; manufactories, 576, 577; in the Revolution, 577.  
 Hospital Ships, in Spanish-American War, 152.  
 Houses and Families, Old, 759.  
 Houses, Preservation of Old, 763 *et seq.*  
 Hudson Churches, 368: Baptist, 368; Methodist, 368; Unitarian, 368; St. Michael's Catholic, 368; Congregational,



- 368; St. Luke's Episcopal, 368.  
Hudson, General History, 577: establishment, 578, 579; location, 578; manufacturing, 579; schools, 580; buildings, 580; churches, 580; fraternal and social organizations, 518, 719; banks, 582.  
Immigration, 631.  
Improved Order of Red Men, 711.  
Inaugural Address, Lincoln's, 123.  
Incorporation of Towns, Dates of, 111.  
Independence, War for American, 80.  
Independent Order of Odd Fellows, 709.  
Indians: characteristics, 11; customs, 19; depredations, 14; occupation, 9; relics, 16; intercourse and conflict with the, 41; treaty with, 17.  
Indian Doctor, The, 272.  
Industrial England, 626.  
Industries of Middlesex County, 627 *et seq.*  
Inferior Court, Judges of, 188.  
Inhabitants, Earliest Record of, 9.  
Inoculations, First, 276.  
Insolvency, Judges of Probate and, 194.  
Institute of Technology, Massachusetts, 214.  
Invasion, French, 60.  
James' Patent, King, 181.  
Judges of Inferior Court, 188.  
Judges of Probate and Insolvency: 194-196.  
Judges of Supreme Judicial Court: 187-188.  
Judges, Pre-Revolutionary, 192.  
Judicial Court, Judges of Supreme, 187.  
Judicial Officers since 1692, 113.  
King James' Patent, 181.  
King Philip's War, 48.  
Knights of Columbus, 714.  
Knights of Pythias, 712.  
Lack of Ammunition, Revolutionary War, 90.  
Land, No Man's, 799.  
Land, The Story of The, 1.  
Lands in 1622, Granting of, 26.  
Larson, Lucy, author, 235.  
Law, Educational, 208.  
Lawyers', Courts and, 181.  
Legal Officials, County, 191.  
Legion, The American, 813-817.  
Lexington early churches, 368: Unitarian, 368; East Lexington, 368; Baptist, 368; Second Congregational, 368; First Universalist, 368; Follen Church, 368; Hancock Memorial, 368; Church of the Redeemer (Episcopal), 368; Catholic, 368.  
Lexington, General History, 403: incorporation, 404; population, 408; in Revolution, 404; in Civil War, 405; schools, 405; libraries, 406; churches, 406, 407; Historical Societies, 407; agriculture, 407, 408; location, 408.  
Lexington Organizations, 342: Isaac Harris Cary Educational Fund, 342; Lexington Home for the Aged, 342; Lexington Public Health Association, Inc., 342.  
Lexington Monument, The, 407.  
Lexington, The Battle of, 404.  
Libraries, 222.  
Lincoln Churches, 368: First Parish Church, 368; Western Methodist, 368; Unitarian Society, 368; Episcopal, 368.  
Lincoln, General History, 582: establishment of, 583; agriculture in, 583; location, 583; churches, 585; schools, 585; libraries 585.  
Lincoln Organizations, 342: Farrington Memorial, 342.  
Lincoln's Inaugural Address, 123.  
Lines, Street Car, 268.  
Literary Concord, 226.  
Literary History, 225.  
Literary People, Prominent, 229.  
Littleton Churches, 368: Baptist, 368; Millerite, 369; Universalist, 369; Orthodox Congregational, 369.  
Littleton, General History, 514: incorporation, 514; in French and Indian War, 515; in the Revolution, 515; churches, 516; manufacturing in, 517; library, 517.  
Lodge, of Arlington, Hiram, 707.  
Longfellow, Henry W., 230, 238.  
Louisburg, Capture of, 64.  
Lowell Banks, 301; The City Institution for Savings, 301; Lowell Institution, 302; Frederic A. Fisher, 302; Central Savings Bank, 302; Lowell Five-Cent Savings Bank, 303; Mechanics Savings Bank, 303; Merrimac River Savings, 303.  
Lowell Churches, 369: St. Anne's Catholic, 369; Baptist, 369; Congregational 369; Universalist, 369; Episcopal, 369; Christian Union, 369; Free Will Baptist, 369; Catholic, 369.  
Lowell, City of, 749.  
Lowell, Earlier Physicians in, 281.  
Lowell, Francis Cabot, 634.  
Lowell, General History, 471; incorporation, 471, 472; industries, 472; manufacturing in, 473, 477, 479; public utilities, 474; parks, 478; clubs, 478; churches, 478, 479; libraries, 479; banks, 480; hospitals, 481; fraternities, 719 *et seq.*  
Lowell in Legal History, 203.  
Lowell, James Russell, 240, 397.  
"Lowell Offering," The, 232.  
Lowell Organizations, 342: Lowell General Hospital, 342; Ayer Home for Young Children, 342; Lowell Textile School, 342; Young Women's Christian Association, 342; Old Ladies' Home, 342; Lowell Day Nursery, 342; Lowell Humane Society, 342; Young Men's Christian Association, 342; Lowell General Hospital, 342; St. John's Hospital, 343; Lowell Corporation Hospital, 343; Lowell Dispensary, 343; Old Ladies' Home, 343; Battles Home, 343; Children's Home, 343; Faith Home, 343; St. Peter's Orphan Asylum, 343; Orphanelina Franco-American, 343; Channing Fraternity, 343; Florence Crittenton Rescue League, 343; Ladies'

- Gmeloos Chasodem Association, 343;  
 Ladies' Helping Hand Society, 343;  
 Lowell Boys' Club Association, 343;  
 Lowell Nursery Association, 343;  
 Lowell Good Will Industries, 343;  
 Lowell Guild, 343; Lowell Humane Society, 343; Lowell Service League, 343;  
 Lowell Community Service, 343; Ministry-at-Large, 343; Young Men's Christian Association, 343; Young Women's Christian Association, 343; Ladies' and Men's Clubs, 344.  
 "Maine," The, 139.  
 Malden Churches, 369: First Parish Church, 369; First Baptist, 369; Centre Methodist, 369; Maplewood Methodist, 369; Belmont Methodist, 369; Universalist, 369; St. Paul's Congregational, 369; Faulkner, 369.  
 Malden; General History, 408, 409: incorporated, 409, 410; early churches, 410, 411; military training, 410, 411; industries, 411, 678; organizations, 411; libraries, 411; hospitals, 412; fraternities, 723.  
 Malden Organizations, 344: Industrial Aid Society, 344; Malden Hospital, 344; Malden Home for the Aged, 344; Monday Club, 344; Woman's Club, 344; Associated Charities, 344; Malden Anti-Tuberculosis Society, 344; Harriet E. Sawyer Home for Aged Women, 344; Young Men's Christian Association, 344; Young Men's Hebrew Association, 344; Young Women's Hebrew Association, 344; Midvedifka Association, 344; Girl's Club Association, 344.  
 Marlborough Churches, 369: Union Church, 369; Methodist, 369; Universalist, 369; Catholic, 369; Episcopal Church of the Holy Trinity, 369.  
 Marlborough, General Review, 585, 586: incorporation of, 586; churches, 588; agriculture in, 588; manufactories, 589; banks, 589; public utilities, 589, 590; in the Revolution, 587; fraternities, 724; industries, 643 *et seq.*  
 Marlborough Organizations, 344: Marlborough Hospital, 345; Marlborough Women's Club, 345; Marlborough Community Service, 345; Unitarian Charitable Society, 345.  
 Masonry, Free, 706.  
 Massachusetts Colony, Establishing, 34.  
 Massachusetts Company Charter, 26.  
 Massachusetts, First Railroad in, 264.  
 Massachusetts Institute of Technology, 214.  
 Massachusetts in the Civil War, 126.  
 Massachusetts Medical Society, 278.  
 Massachusetts' part in the Spanish-American War, 144.  
 Massachusetts Regiment, Sixth, 149.  
 Massacre, The Boston, 72.  
 Maynard Churches, 369: Union Congregational, 369; Methodist, 369; St. Bridget's (Catholic), 369; St. George's Episcopal, 369; Finnish Lutheran, 369; Finnish Congregational, 369; Russian Orthodox, 369.  
 Maynard, General History, 590: founding of, 590; location, 590; industrial activities, 592; public utilities, 594; schools, 595; churches, 596; social and fraternal organizations, 597; in French and Indian War, 597; in World War, 597.  
 Means of Transportation, 255.  
 Medford Churches, 369: First Parish Church, 369; Second Congregational, 370; Third Congregational, 370; Universalist, 370; Methodist, 370; Baptist, 370; Grace Episcopal, 370; Catholic, 370; Congregational, 370; Trinity Methodist, 370.  
 Medford General, 412: incorporation, 412; population, 414; in Revolution, 414; schools, 415; churches, 414; libraries, 415; industries, 415, 416, 664; fraternities, 725.  
 Medford Organizations, 345: Sarah Fuller Home for Little Deaf Children, 345; Medford Home for the Aged, 345; Medford Visiting Nurses Association, 345; Lawrence Memorial Hospital, 345.  
 Medical Profession, The, 271.  
 Medical Society, Massachusetts, 278.  
 Medical Society, Middlesex, 279.  
 Medicine, Cambridge's Part in, 286.  
 Meeting House, John Eliot, 600.  
 Meeting of Provincial Congress, 76.  
 Meetings, Town, 99.  
 Melrose Churches, 370: Methodist, 370; Protestant Society, 370; Baptist, 370; Orthodox Congregational, 370; First Universalist, 370; Trinity Episcopal, 370; Unitarian, 370; Catholic, 370.  
 Melrose, General History, 416: incorporation, 417; location, 417; churches, 417, 418; military history, 418; schools, 418; in Civil War, 418; library, 419; fraternities, 726; industries, 672.  
 Melrose Organizations, 345: Melrose Hospital Association, 345; Fitch Home, 345.  
 Members of the Bar, Prominent, 200.  
 Memorial Tablets, 562.  
 Men, Improved Order of Red, 711.  
 Men's Christian Association, Young, 713.  
 Mercantile System, 739.  
 Meridian Lodge, of Watertown, 708.  
 Middlesex Canal, 258.  
 Middlesex, Homes of Earlier Western, 770 *et seq.*  
 Middlesex Medical Society, 279.  
 Middlesex, Primitive, 761.  
 "Middlesex," The "Gateway to Old," 244.  
 Military Organizations, Civil and, 73.  
 Militia Called in Shays' Rebellion, 101.  
 Mill, First Woolen, 629.  
 Money Depreciation, 296.  
 Monument, Soldiers', at Wakefield, 441.  
 Monument, The Lexington, 407.  
 Motor Travel, 270.  
 Mount Ida School for Girls, 219.  
 Natick Churches, 370. Indian Church, 370; Centre Parish Church, 370; Bap-



- tist, 370; Methodist, 370; Catholic, 370; First Universalist, 370; Unitarian, 370.
- Natick, General History, 598: establishment of, 598; religious influence, 598, 599; churches, 600; in the Revolution, 601; schools, 601; libraries, 602; agriculture, 602, 603; fraternities, 726; industries, 679.
- Natick Organizations, 345: Leonard Morse Hospital, 345; Maria Hayes Home for Aged Persons, 346; Natick Visiting Nurses Association, 346.
- National Banks, 312 *et seq.*
- Navy Yard, Charlestown and Her, 247.
- New Charter in 1691, A, 186.
- New Government, The, 68.
- Newspapers, 689 *et seq.*
- Newton Churches, 370: First Parish Church, 370; Baptist, 370; Newton Baptist Theological Seminary, 370.
- Newton, General History, 419: settlement, 420; industrial interests, 420, 421, 422, 669 *et seq.*; churches, 422, 424; schools, 422, 423; in Civil War, 423; in Revolution, 422; population, 424; libraries, 424; public utilities, 424; fraternities, 727.
- Newton Organizations, 346: Walker Home, 346; New England Peabody Home for Crippled Children, 346; Rebecca Pomeroy Home for Orphan Girls, 346; Pine Farm School, 346; Working Boy's Home, 347; Boy's Welfare League, 347; Cottage Hospital (Newton Hospital), 347; Newton Hospital Aid Society, 347; Newton District Visiting Nursing Association, 347; Newton Welfare Bureau, 347; Stone Institute, 347; Newton Home for the Aged, 347; Governor John A. Andrew Home Association, 347; Young Men's Christian Association, 347; Young Women's Christian Association, 347; Historical Society, 348; Lucy Jackson Chapter, Daughters of the American Revolution, 348; Twombly House, 348; West Newton Day Nursery, 348; Senoj Lodge Association, 348; Swedish Charitable Society, 348.
- Newtowne, afterward Cambridge, Settlement of, 156.
- No Man's Land, 799.
- North Bridge, The Old, 563.
- North Reading Churches, 370: First Parish Church, 370; Baptist, 370.
- North Reading, General History, 603: establishment of, 603; agriculture, 603; industries, 604, 673; in the Revolution, 605; population, 605; churches, 604.
- Nursing Associations, District, 292.
- Occupation, Indian, 9.
- Odd Fellows, Independent Order of, 709.
- Offensive, St. Mihiel, 801.
- "Offering, The Lowell," 232.
- Officers, County, 116.
- Officers Since 1692, Judicial, 113.
- Official Record and Personnel, County, 109.
- Officials, County, 113.
- Officials, County Legal, 191.
- Old Houses and Families, 759.
- Old Houses, Preservation of, 763 *et seq.*
- Order of Elks, Benevolent and Protective, 711.
- Order of Odd Fellows, Independent, 709.
- Order of Red Men, Improved, 711.
- Order of United Workmen, Ancient, 711.
- Orders and Societies, Fraternal, 705.
- Organizations, Civil and Military, 73.
- Organizations, Other, 712: Knights of Malta, 712; Knights of the Golden Eagle, 712; Knights of Honor, 712; Knights of Columbus, 712; American Legion of Honor, 712; Knights of Labor, 712; Royal Arcanum, 712; Grand Army of the Republic, 712, 713; Sons of Veterans, 713; American Legion, 713; Veterans of the Spanish-American War, 713.
- Organizations, Private, Charitable and Philanthropic, 338.
- Organizations, Social, 714.
- "Outfits" of 26th Division, 796-799.
- Part in Medicine, Cambridge's, 286.
- Patent, First, 24.
- Patent, King James', 181.
- Paul Revere's Ride, 79.
- People, Prominent Literary, 229.
- Pepperell Churches, 370: Congregational, 370; Second Parish, 370; Methodist, 370; Catholic, 370.
- Pepperell, General History, 518: establishment, 518, 519; population, 518, 520; churches, 519, 521; schools, 520; in the Revolution, 520; in the Civil War, 520; transportation, 521; industries, 522.
- Pequod War, The, 45.
- Pequossette Lodge of Watertown, 708.
- Period, The Revolutionary, 71.
- Personnel, County Official Record and, 109.
- Philanthropic Chapter, Charitable and, 333.
- Philanthropic Organizations, Private, Charitable and, 338.
- Philip's War, King, 48.
- Phillips, Andover and Exeter, 217.
- Physicians, Earlier, 275.
- Physicians in Lowell, Earlier, 281.
- "Pine Tree Shilling," 57.
- Pioneer Hardships, 34.
- Pioneer Privations, 333.
- Plans to Seize the Arsenal, 105.
- Pleas, Court of Common, 189.
- Population of Cities and Towns, 110.
- Practice of Homœopathy, 280.
- Preparations for a New War, 46.
- Preparation for Civil War, 124.
- Preparation for World War, America's, 792-793.
- Pre-Revolutionary Judges, 192.
- Preservation of Old Houses, 763 *et seq.*
- President Charles W. Eliot, of Harvard, 162.
- President, Electing a Harvard, 158.
- Press, The First Printing, 225.

- Primitive Middlesex, 761.  
 Printing Press, The First, 225.  
 Private, Charitable and Philanthropic Organizations, 338.  
 Privations, Pioneer, 333.  
 Probate and Insolvency, Judges of, 194.  
 Profession, The Medical, 271.  
 Progress of Shipping Facilities, 745.  
 Prominent Literary People, 229 *et seq.*  
 Prominent Members of the Bar, 200 *et seq.*  
 Protective Tariff, 744.  
 Province, Transition from Colony to, 55.  
 Provincial Congress, Meeting of, 76.  
 Provincial Congress, Second, 77.  
 Provincial Government, Establishing a New, 58.  
 Public Safety Committee of Massachusetts, 803-810.  
 Public Welfare Department, 337.  
 Puritans, The, 30.  
 Putnam, Israel, 83.  
 Pythias, Knights of, 712.  
 Radcliffe College, 215.  
 Railroad in America, The first, 262.  
 Railroad in Massachusetts, First, 264.  
 Railways, Canals and, 255.  
 Reading churches, 370: Congregational, 370; Old South Church, 371; Methodist, 371; Baptist, 371; Unitarian, 371; St. Agnes' Catholic, 371.  
 Reading, General History, 425: settlement, 425; agriculture, 425; industries, 425, 427, 673; in the Indian wars, 427; in Civil War, 427; in the Revolution, 427; population, 426; schools, 428; churches, 428; banks, 428; buildings, 428; libraries, 428.  
 Reading Organizations, 348: Home for Aged Women, 348; Reading Visiting Nurse Association, 348.  
 Re-Appportioned Counties, 113.  
 Rebellions, attempts to end, 104.  
 Rebellion, Shays', 95.  
 Recall of Ambassador Gerard, 791-792.  
 Recall of General Edwards, 801-802.  
 Red Men, Improved Order of, 711.  
 Regiment, Sixth Massachusetts, 149.  
 Relics, Indian, 16.  
 Religious Aspect, The, 353.  
 Religious Societies, Early History Three, 357.  
 Remedies, Earlier Medical, 273.  
 Results of King Philip's War, 52.  
 Results of Spanish-American War, 148.  
 Resumé of Earlier Conditions, 37.  
 Revere's Ride, Paul, 79.  
 Revoked, The Charter, 57.  
 Revolution, Daughters of the American, 713.  
 Revolutionary Fortifications, Somerville, 429.  
 Revolutionary Period, The: the beginning, 71; Stamp Act, 72; The Boston Massacre, 72; Civil and Military Organizations, 73; 1st and 2nd Provincial Congresses, 77-78; Paul Revere's Ride, 79; War for American Independence, 80; Israel Putnam, 83; Bunker Hill, 84; the Commander-in-Chief, 88; lack of ammunition, 90; Dorchester Heights, 91.  
 Ride, Paul Revere's, 79.  
 Roads, Consolidation of, 267.  
 Rocky Formations, 3.  
 Russian Revolution during World War, 787-788.  
 St. Mihiel Offensive, 801.  
 Santiago Harbor, Entrance, 145.  
 Santiago Surrendered, 147.  
 School, Maintenance of High, 211.  
 Schools: Lawrence Academy, 218; Groton School for Boys, 218; Lasell Seminary, 219; Mount Ida School for Girls, 219; The County Day School, 219; Allen Military School for Boys, 219; Fessenden School for Boys, 219; Woodland Park, 219; Allen School for Young Ladies, 219; Belmont Hill School, 220; Pemberton Academy, 220; Central Village Academy of Lowell, 220; Rogers Hall School for Girls, 220; "The Home School", 221; St. Patrick's School, 221; Waltham School for Girls, 221; Westford Academy, 221; Warren Academy, 221; Broomfield-Pearson School, 222; Cambridge-Haskell School for Girls, 222.  
 Schools of Harvard: Graduate School of Arts and Sciences, 172; Harvard Engineering, 173; Graduate School of Business Administration, 174; School of Architecture at Harvard, 175; Harvard School of Landscape Architecture, 175; Bussey Institution, 175; Andover Theological Seminary, 176; Episcopal Theological, 176; Harvard Law, 176; Graduate School of Education, 177; Medical, 178; School of Public Health, 178; Harvard Dental, 179; Summer School, 179.  
 Scouts, Boy, 713.  
 Second Attempt to Seize French Stronghold, 62.  
 Second Bank, The, 300.  
 Second Provincial Congress, 77.  
 Sessions, Court of General, 189.  
 Settlement by the English, 23 *et seq.*  
 Settlement of Charlestown, 243.  
 Settlement of Newtowne, afterward Cambridge, 156.  
 Shays, Daniel, insurrectionist, 102.  
 Shays' Flight, 107.  
 Shays' Rebellion, 95.  
 Shays' Surrender, 106.  
 Sherborn churches, 371: First Parish Church, 371; Methodist, 371; Second Parish Church, 371.  
 Sherborn, General History, 606: establishment, 606; location, 606; churches, 607, 608; clubs, 609; associations, 609.  
 Sherborn Organizations, 348: Sherborn Widows' and Orphans' Benevolent Society, 348.  
 "Shilling, Pine Tree", 57.  
 Shipbuilding, 740.  
 Shipping Facilities, Progress of, 745.



- Ships, Hospital, 152.
- Shirley churches, 371: Trinitarian, 371; Shakers, 371; Universalist, 371; First Congregational Society, 371; Trinitarian Congregationalist, 371; Baptists, 371.
- Shirley, General History, 522: establishment, 523; location, 523; development of, 523; manufacturing in, 523, 524; churches, 526, 527; libraries, 527; in Civil War, 528.
- Shirley Organizations, 348: Altrurian Club, 348.
- Situation, Agricultural, 751 *et seq.*
- Sixth Massachusetts Regiment, 149.
- Smugglers, 742.
- Social Organizations, 714.
- Societies, Early History Three Religious, 357.
- Societies, Fraternal Order and, 705.
- Society, Massachusetts Medical, 278.
- Society, Middlesex Medical, 279.
- Soldiers' Monument, at Wakefield, 441.
- Somerville Churches, 371: First Congregational, 371; Perkins Street Baptist, 371; Orthodox Congregational, 371; First Baptist, 371; Free Will Baptist, 371; Union Baptist, 371; West Somerville Baptist, 371; Winter Hill Baptist, 371; Broadway Congregationalist, 371; Prospect Hill Congregational, 371; Emmanuel Episcopal, 371; St. Thomas, 371; St. Ann's Catholic, 371; St. Joseph's Catholic, 371; First Methodist, 371; Broadway Methodist, 371; Flint Street Methodist, 371; Park Street Methodist, 371; Union Square Presbyterian, 371; First Universalist, 371; Winter Hill Universalist, 371; Third Universalist, 371.
- Somerville, General History, 429: incorporation, 430; population, 430; religious organizations, 431; public utilities, 431, 432; industries, 430, 665 *et seq.*; in the Revolution, 429, 430; in the Civil War, 432; libraries, 433; fraternities and clubs, 729-730.
- Somerville Organizations, 348: Associated Charities, 349; Visiting Nursing Association, 349; Somerville Home for the Aged, 349; Somerville Hospital, 349; Somerville Children's Home and Day Nursery, 349; Hutchinson Home Corporation for Aged Women, 349; Young Men's Christian Association, 349; American Red Cross, 349; B'nai B'rith Sisterhood, 349; Somerville Associated Charities, 349; Somerville Catholic Charities Center, 349; Somerville Federation for Community Service, 349; Somerville Visiting Nursing Association, 349; Ladies' Catholic Benevolent Associations: St. Ann's, St. Catherine's, and St. Joseph's, 349; Woman's Auxiliary, 349; Women's Relief Corps, 349; Willard C. Kingsley Relief Corps, 349.
- Spanish-American War, The: causes of, 137-138; capture of the "Virginus," 138; the "Maine," 139-141; declaration of war, 141; summary, 142-144; Massachusetts part in, 144-145; Santiago Harbor entrance, 145; Santiago surrendered, 147; results, 148; Sixth Massachusetts Regiment, 149-152; Hospital Ships, 152.
- Stamp Act, The, 72.
- State Constitution, Adoption of, 95.
- Statistics, agricultural, 758.
- Stoneham Churches, 371: First Parish Church, 371; Universalist, 371; Congregational, 371; Union Church, 371; Methodist, 371; Baptist, 371; Catholic, 371.
- Stoneham, General History, 435: settlement, 436; location, 436; agriculture, 435; manufacturies, 435, 438; in Revolution, 437; churches, 437; libraries, 437; schools, 438; industries, 675.
- Stoneham Organizations, 349: Home for Aged People, 349; Stoneham Visiting Nurse Association, 349.
- Store, The Country, 747.
- Story of the Land, The, 1.
- Stow churches, 371: First Parish Church, 371; First Parish Unitarian, 371; Orthodox Congregational, 371; Rockbottom Methodist, 371.
- Stow, General History, 609: settlement of, 609, 610; location, 609; churches, 611; schools, 612; in the Revolution, 612; in the Civil War, 612; agriculture, 612; industries, 612, 613.
- Stow Organizations, 349: Red Acre Farm Corporation, 349.
- Street Car Lines, 268.
- Sudbury churches, 371: First Parish, 371; Methodist, 371; Evangelical Union, 371.
- Sudbury, General History, 613: incorporation of, 614; agriculture, 613; in the Indian War, 615; in the Revolution, 616; transportation, 617; schools, 617; libraries, 617; churches, 617.
- Summary of the War, 142.
- Superior Court, The, 190.
- Supreme Judicial Court, Judges of, 187.
- Surrender, Shays', 106.
- Surrendered, Santiago, 147.
- Tablets, Memorial, 562.
- Tariff, Protective, 744.
- Taverns, The, 775 *et seq.*
- Technology, Massachusetts Institute of, 214.
- Tewksbury, churches, 371: First Parish, 371; Congregational, 371; Baptist, 371.
- Tewksbury, General History, 528: incorporation, 529; location, 528, 519; agriculture, 529; industries, 530; churches, 130; in the Revolution, 531; schools, 531; libraries, 531; fraternities, 722.
- Textiles, 629.
- Thoreau, Henry D., author, 228, 229.
- Topography and Geology, 1.
- Town Charity, 334.
- Town Meetings, 99.
- Towns, Population of Cities and, 110.
- Towns, The Cities and, 375.
- Townsend churches, 372: Parish church, 372; Unitarian, 372; Baptist, 372.



- Townsend, General History, 531: establishment, 531, 532; churches, 532, 533; schools 533; libraries, agriculture in, 534; factories in, 534.
- Trade, Fur, 737.
- Trading Destroyed, 743.
- Transition from Colony to Province, 55.
- Transportation, Demand for Better, 256.
- Transportation, Means of, 255.
- Travel, Motor, 270.
- Treaty with the Indians, 17.
- Trowbridge, John Townsend, author, 231.
- Trust Companies, 322 *et seq.*
- Tufts College, 216.
- Twenty-sixth Division, The, 796-799.
- Tyngsborough churches, 372: Congregational, 372; Baptist, 372; Universalist, 372; Evangelical, 372.
- Tyngsborough, General History, 534; establishment, 534; population, 534, 535; churches, 536, 537; library, 537; fraternities, 722.
- Unions, Credit, 331.
- United Workmen, Ancient Order of, 711.
- University, Harvard, 155 *et seq.*
- "Virginius," Capture of the, 138.
- Wakefield churches, 372: Congregational, 372; Baptist, 372; Universalist, 372; Catholic, 372; Methodist, 372; Emmanuel, 372; Greenwood Congregational, 372.
- Wakefield, General History, 438: incorporation, 439; population, 441; schools, 440; in the Civil War, 441; libraries, 441, 442; churches, 442; lakes, 443; parks, 442, 443; public utilities, 440; industries, 443, 444, 445, 676; fraternities, 731.
- Wakefield Organizations, 349: Elizabeth E. Boit Home for Aged Women, 349; Wakefield Visiting Nurses Association, 350; Hebrew Charitable Society, 350; Men's clubs of the First Parish, Universalist, and Methodist churches, 350; St. Joseph's Catholic Association, 350; Sweetser Charity Committee, 350; Wakefield Catholic Club, 350; Young Men's Christian Association, 350; Ladies' Auxiliary, 350.
- Waltham churches, 372: First Church of Waltham, 372; Christ Church, 372; Methodist Church, 372; Trinity Congregational, 372; Catholic, 372; Baptist, 372; Universalist, 372; Episcopal, 372; Unitarian, 372; Swedish Congregational, 372; Swedish Lutheran, 372; Presbyterian, 372; Union Evangelical, 372.
- Waltham, General History, 445; exploration, 446; incorporation, 447; population, 447; in the Revolution, 448; industries, 448-450, 646 *et seq.*; banks, 450; churches, 450, 451; schools, 451; parks, 451; fraternities, 732.
- Waltham Organizations, 350: Leland Home for the Aged, 350; Waltham Baby Hospital, 350; Waltham Day Nursery, 350; Waltham District Nursing Association, 350; Waltham Social Service League, 350; Waltham Hospital, 350; St. Elizabeth's Farm Hospital, 350; Maternity Hospital, 350; Waltham Branch of the American Red Cross Society, 350; Asbury Temple Association, 350; Isola Filienda, 350; Margaret Brebt Civic Guild, 350; Middlesex County Extension Service, 350; Civic League for Immigrants, 350; Waltham Animal Aid Society, 350; Waltham Mutual Aid Association, 350; Waltham Social Service League, 350; Waltham Factory Mutual Relief Association, 350.
- War, Causes of Spanish-American, 137.
- War, Civil, 121.
- War Declared, Spanish-American, 141.
- War for American Independence, 80.
- War, French and Indian, 67.
- War, General Depression after the, 96.
- War, King Philip's, 48.
- War, Massachusetts in the Civil, 126.
- War, Massachusetts part in the Spanish-American, 144.
- War, Preparation for a Civil, 124.
- War, Preparations for a New, 46.
- War, Results of King Philip's, 52.
- War, Revolutionary, 71.
- Warfare, Results of, 148.
- Watertown churches, 372: First Parish Unitarian, 372; First Baptist, 372; Belmont Street Baptist, 372; Philips Congregational, 372; St. John's Methodist, 372; Church of the Good Shepherd, 372; Church of the Sacred Heart, 372; St. Patrick's (Catholic), 372; Union (non-Sectarian), 372.
- Watertown, General History, 453: establishment, 453, 454; location, 454; in the Revolution, 456; in the Civil War, 456; schools, 457; churches, 457; cemeteries, 457; libraries, 457; fraternities, 733; industries, 650 *et seq.*
- Watertown, Meridian Lodge and Pequosette Lodge of, 708.
- Watertown Organizations, 350: Perkins Institute and Massachusetts School for the Blind, 350, 351; Associated Charities, 351; Watertown District Nursing Association, 351; Watertown Home for Old Folks, 351.
- Wayland churches, 372: First Parish Church, 372.
- Wayland, General History, 617: settlement of, 619; education in, 619, 620; in Civil War, 620; industries, 620; churches, 620; libraries, 620; population, 620.
- Welfare Department, Public, 337.
- Western Middlesex, Homes of Earlier, 770 *et seq.*
- Westford churches, 372: Parish Church, 372; Union Congregational Society, 372; Methodist, 372.
- Westford, General History, 537: establishment, 538; location, 537, 538; churches, 538; schools, 538, 539; libraries, 539; in French and Indian War, 539; agriculture, 540; manufacturing in,



- 540, 541; fraternities, 722.
- Weston churches, 372: Parish Church, 372; Baptist, 372; Methodist, 372; Episcopal, 372; Catholic, 372.
- Weston, General History, 620, 621: settlement of, 621; location, 621; in the Civil War, 623; libraries, 623; churches, 623; industries, 623.
- Whistler, James Abbott McNeil, 235.
- Wilmington churches, 373: First Parish, 373; Methodist, 373; Catholic, 373; Free Will Baptist, 373.
- Wilmington, General History, 624: incorporation of, 625; location, 624; agriculture, 625; schools, 625, 626; churches, 626.
- Winchester churches, 373: South Congregational, 373; First Baptist, 373; Unitarian, 373; Methodist, 373; St. Mary's Catholic, 373; Church of the Epiphany, 373; Highland Bethany, 373.
- Winchester, General History, 458: establishment, 458; early settlement, 458, 459; in Civil War, 460; churches, 460; libraries, 460, 461; industries, 461, 680; fraternities, 734.
- Winchester Organizations, 351: Visiting Nurse Association, 351; Home for Aged People, 352; Winchester Hebrew Benevolent Association, 352.
- Winthrop, John: Arrival of, 32; Governor Massachusetts Colony, 35; in Somerville, 429.
- Woburn churches, 373: First Congregational, 373; First Baptist, 373; Woburn Methodist, 373; St. Charles Catholic, 373; St. Joseph's Catholic, 373.
- Woburn, General History, 461; incorporation, 461, 462; population, 463; principal business, 464, 465; public utilities, 466; schools, 466, 467; churches, 467, 468; institutions and hospitals, 468; banks, 469; fraternities, 734; industries, 655 *et seq.*
- Woburn Industries, 655 *et seq.*
- Woburn Organizations, 352: Charles Choate Memorial Hospital, 352; Woburn Charitable Association, 352; Home for the Aged, 352; Winning Home, 352; South End House Association, 352.
- Women's Christian Association, Young, 713.
- Women's Part in World War, 810-811.
- Woolen Mill, First, 529.
- Workmen, Ancient Order of United, 711.
- World War: Russian revolution during, 787-788; American entrance, 788-789; events leading to, 789-791; recall of Ambassador Gerard, 791; America's preparation, 792-793; Armistice, The, 793; Yankee Division, 793-796; 26th Division, 796-799; No Man's Land, 799; Chateau-Thierry, 800; St. Mihiel Offensive, 801; recall of General Edwards, 801-802; return of Yankee Division, 802-803; Massachusetts Public Safety Committee, 803-810; Women's part in, 810-811; Fuel Administrators, 811-813; American Legion, 813-817; Taps, 817.
- Yankee Division, Famous, 793-796.
- Yankee Division's Welcome Home, 802-803.
- Yard, Charlestown and Her Navy, 243.
- Yard, The Navy, 247.
- Young Men's Christian Association, 713.
- Young Women's Christian Association, 713.













